

# Corridor Management Plan



## Iowa Great River Road

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Iowa Mississippi River Parkway Commission

JANUARY 2000



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*PLEASE NOTE: Numbers in parenthesis refer to topics (Federal Register Vol. 69, No 96) that require attention by the Federal Highway Administration in a National Scenic Byway Corridor Management Plan. See Appendix for copy of Federal Register section pertaining to Scenic Byways.*



## ABOUT THIS DOCUMENT

This is a summary and overview of information about the Iowa Great River Road Scenic Byway. The Great River Road results from more than 70 years of planning and development by numerous governmental agencies at federal, state and local levels as well as many public and private organizations, groups and individuals. Principle among those organizations is the Iowa Mississippi River Parkway Commission and its companion organizations in the other nine Mississippi River states.

For just as long, the Great River Road has survived, thrived and matured with widespread public support. The Great River Road has emerged to become the way the world travels to the Old Man River.



View from bluff overlooking Lansing, Iowa and the Iowa Great River Road

With such a long history, its Corridor Management Plan is in reality a collection of documents, resolutions, ordinances, regulations, plans and designs which have been prepared, enacted, and amended over the decades by federal, state and local governments. No single document could truly claim to compile all the literature that now guides the dynamic and vital management of this national treasure.

The Iowa Mississippi River Parkway Commission wishes to recognize and commend the valuable contributions and leadership of the Federal Highway Administration, the Iowa Department of Transportation and many other organizations that are now successfully focussing national attention on the importance of scenic byways. The Commission appreciates how the Federal Highway Administration has advanced the art and practice of corridor management planning for scenic byways and hopes the organization of this manual effectively follows and supports the Administration's guidance.

Iowa Mississippi River Parkway Commission  
c/o Drahos & Senft,  
PO Box 430



Postville, IA 52162

Iowa Chair:	Christina Drahos, Alamakee County
Commissioners:	Al Bohling, Lousia County Russell Clausen, Jackson County Gene Enke, Lee County Rhonda McIntyre, Clinton County John Oberhaus, Muscatine County Jerry Enzler, Dubuque County M. J. Smith, Clayton County
Ex Official Members	Cali Beal, Department of Economic Development Tom Jackson, Department of Transportation Marian Kieffer, Department of Natural Resources
For More Information:	Thomas Jackson, Director Office of Planning Services Iowa Department of Transportation 800 Lincoln Way Ames, IA 50010 515-239-1454 <a href="mailto:tjackso@max.state.ia.us">tjackso@max.state.ia.us</a>
Prepared by:	Shive-Hattery, Inc., West Des Moines, Iowa David L. Dahlquist, Project Manager 1601 – 48 <sup>th</sup> Street, Suite 200 West Des Moines, IA 50266 <a href="mailto:ddahlquist@shive-hattery.com">ddahlquist@shive-hattery.com</a>



## BACKGROUND AND INTRODUCTION

### Background

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#### **Why this Plan was Prepared**

This Corridor Management Plan was prepared to provide a broad understanding of the resources of the Great River Road in Iowa and to present a broad vision for the management of this national treasure.

The Iowa Mississippi River Parkway Commission and the Iowa Department of Transportation prepared this document as a basis for nominating the Iowa Great River Road as a National Scenic Byway under the Scenic Byways Program of the Federal Highway Administration in January 2000.

#### **Scope of the Plan**

This Corridor Management Plan provides general guidance and offers support for all stakeholders in the Iowa Great River Road. The plan carries with it no regulation or infringement on private property. The information presented here simply describes possible steps and actions that will serve to maintain the strong scenic, natural, historic, and recreation resources and character of the Iowa Great River Road.

### Introduction

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#### **What is a Scenic Byway?**

Scenic byways offer special routes that provide travelers access to beautiful scenery and the cultural and natural riches of a region. They provide an alternative to the monotony of lineal, high-speed travel; open up vistas and introduce travelers to places they may otherwise pass by. They may be spectacular destinations sought-after by travelers or they may be local routes long admired by a community for a Sunday drive. They may be rural, suburban or urban. They come with different names -- rustic roads, scenic byways, historic roadways, or backways. As long as the community regards the



roadway as a special resource to be promoted and protected it can be considered a scenic byway.

## Scenic Byway Programs

Throughout the United States, a scenic byway can be designated by one or more governmental level – local, state or federal – or by the private sector. In fact, for a road to be designated a “national scenic byway” by the Federal Highway Administration, it has to be first designated as a “state scenic byway.”

### Local Programs

Administered at the city and county level, these programs exist to maintain the special qualities of routes of local importance and use.

### State Programs

Administered by state departments of transportation, byway commissions and economic and tourism development offices, these programs identify routes of significance at the multi-county and state levels. Almost all states have, or are developing, scenic byway programs and they vary widely in their requirements.

### Federal Programs

Programs to designate and manage scenic byways have been developed by the Bureau of Land Management (BLM) and the USDA Forest Service. BLM’s program of Back Country Byways includes different types of roads – some accessible only by four-wheel drive vehicles – that lead travelers to some of the unexplored areas of the West. The Forest Service has designated over 7,000 miles of scenic byways in national forests throughout the country. While not specifically designated as scenic

byways, the National Park Service manages nine parkways and numerous park roads through scenic areas.



Typical limestone bluff overlook the Mississippi River



### **The National Scenic Byways Program**

The National Scenic Byways program was established under the Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA). The Scenic Byways Advisory Committee, working with the Federal Highway Administration, recommended that the program designate a system of "National Scenic Byways" and "All-American Roads". For a route to be eligible for designation as a National Scenic Byway, it must possess one or more of the six intrinsic qualities identified by the Scenic Byways Advisory Committee (scenic, history, cultural, natural, recreational, and archeological); have a community or organization committed to its designation and management and have developed a corridor management plan. From the best of these is chosen a very small number of All-American Roads, the cream of the crop of the National Scenic Byways programs. This designation is a very rare occurrence.

### **The Iowa State Scenic Byway Program**

The State of Iowa has developed a statewide scenic/heritage byway program that recognizes natural, scenic and heritage resources. The Iowa Scenic Byway program is administered by the Iowa Department of Transportation with the guidance from the Iowa Scenic Byway Advisory Council. The Council is comprised of representatives from the Iowa Department of Transportation; the Tourism Division of the Department of Economic Development; the Department of Cultural Affairs; and the Department of Natural Resources. Council responsibilities include reviewing the applications and making final selections for designation based on the ratings obtained from the on-site evaluations.

### **What Does Designation Mean?**

Scenic byway designation at any level (local, state or federal) provides recognition of the special qualities and resources of the particular byway and its associated corridor. This official acknowledgement carries with it a heightened awareness of the route and recognition of the communities and organizations that sought the designation.

For many communities, scenic byway designation will provide new tourism opportunities, increased visitation and economic development. In some instances scenic byway designation can provide:





- Additional funding;
- Identification on state highway maps;
- Increased maintenance;
- Technical assistance for management; and
- Assistance from tourism and economic development offices.

Designation as a National Scenic Byway by the U.S. Secretary of Transportation will acknowledge the significance of the byway corridor. National designation in Iowa will make the route eligible for TEA-21 enhancement funds, technical assistance from the Federal Highway Administration, and inclusion in a national marketing and promotion program.

## **What is a Corridor Management Plan?**

Corridor Management Plan is an organization's plan of action to bring about a VISION for the byway. It is a written document outlining a set of possible actions for a byway. The complexity of the Corridor Management Plan and the topics it addresses in detail vary community by community. A Corridor Management Plan, on its own, carries with it no property regulation.

A Corridor Management Plan represents a point of beginning. Bringing about an organization's vision requires an outline of steps, an approach, a plan of action. The Corridor Management Plan assembles concerns, thoughts, and ideas of the organization in a single document. Thus, issues and objectives as diverse as increased tourism development, roadway safety, and an archaeological museum can be studied and planned for from a single organization based document. This helps all stakeholders to work together, join forces on related projects, and avoid the conflicts that occur when different organizations, groups or governments are planning without consulting one another.

The Corridor Management Plan does not need to solve problems. The Corridor Management Plan simply addresses issues and suggests a method or methods by which goals may be achieved. The Corridor Management Plan does not need to outline the specifics involved with the development of programs and projects – it simply identifies the need and suggests a way or ways in which such a program might get started. The key to the success of the Corridor Management Plan will be in the follow-through of an energetic organization that gets together and establishes specific programs and projects.



## **The Corridor Management Plan for the Great River Road is Designed To:**

- Develop a stronger sense of a Great River Road community of linked counties, cities and towns.
- Assist local communities with corridor – wide issues and plans.
- Provide support for continued protection of important intrinsic qualities.
- Increase communication among Great River Road communities regarding tourism and economic development initiatives.
- Provide a framework by which economic development can be encouraged without compromising quality of life enjoyed by the residents of the region.
- Fulfill the Corridor Management Plan requirements for designation as a National Scenic Byway.
- Be a flexible plan that can be modified over time.

## **The Corridor Management Plan for the Great River Road is Not Designed to:**

- Impose any regulations on a county, city or town along route.
- Require the adoption of any new local ordinances or special districts.
- Prohibit new construction or development.
- Deny any community its right to pursue funding for local projects.
- Require participation in corridor-wide projects or programs

## **The Iowa Mississippi River Parkway Commission**

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Fall foliage at one of the effigy mounds,  
Effigy Mounds National Landmark

The Iowa Mississippi River Parkway Commission was created by an act of the Iowa Legislature in 1959. The Commission exists to preserve, promote and enhance the scenic, historic and recreational resources of the Iowa Mississippi River Valley; to foster economic growth and develop the National Scenic Byway known as the Great River Road.



## THE NATIONAL PERSPECTIVE

For most Americans, a leisurely scenic drive is a classic way to relax. Yet as our nation continuously develops, there are fewer routes that offer escape. The National Scenic and Historic Highway known as the Great River Road, celebrated its 60<sup>th</sup> birthday in 1999, is one of the oldest, longest, and most unique scenic byways on the North American continent. It offers respite to millions each year for a day's drive or for an extended vacation.

The 4,838-kilometer (3,000-mile) continuous Great River Road route stretches from Canada to the Gulf of Mexico, picking up its first views of the Mighty Mississippi near its headwaters in Minnesota and criss-crossing the river through the ten Mississippi River states. Travelers enjoying the scenery, history, and culture along the Great River Road can thank previous generations for their forethought in preserving and developing the river route for our enjoyment. The story of the continuing evolution of the Great River Road demonstrates what can be accomplished when state and federal officials work cooperatively with local communities to bring the best transportation, historical, and cultural facilities to the American people.

Franklin Roosevelt was President and automatic transmissions were the cutting edge of automotive technology when the Mississippi River Parkway Planning Commission was formed in 1938 to develop plans for what was to become the Great River Road. Secretary of Interior Harold Ickes had urged the governors of the ten Mississippi River states to form the Commission after being convinced of the merit of a Mississippi River Parkway by a group of state planning officials. The planning officials had been developing the concept of a Mississippi River Road as an extension of an idea for a recreational river road that had been first put forward by the Missouri Planning board in 1936.

The Commission was to become instrumental not only in the early planning and development of the parkway, but in its construction, promotion, marketing and development. Now known as the Mississippi River Parkway Commission and headquartered in Minneapolis, the Commission continues to promote, preserve, and enhance the resources of the Mississippi River Valley and to develop the highways and amenities of the Great River Road. Representatives of all 10-river states and the Canadian Province of Ontario serve on the Commission's



Board of Directors, and Chair State Mississippi River Commissions. But the road from the Commission's beginnings in 1938 to the success of the Great River Road today had been a long one, full of fits and starts.

### 1939-1951: Feasibility Studies

As with so many government enterprises, the Great River Road began with a false start, followed by a feasibility study. The U.S. House of Representatives' Committee on Public Lands held hearings in 1939 and 1940 to discuss a bill that would have authorized a feasibility study of the Mississippi River Parkway concept. While popular, the Parkway idea was soon overshadowed by World War II.

It wasn't until 1949 that Congress approved funding for a feasibility study. The study, Parkway for the Mississippi River, was completed by the Bureau of Public Roads (predecessor agency to the Federal Highway Administration) in 1951.

### Study Conclusion: A Scenic Route, Not a Parkway

The study concluded that a parkway for the Mississippi River would benefit the nation as a whole. However, the report made an important distinction. Because it would be too expensive to build an entirely new parkway, the Bureau of Public Roads recommended instead that a scenic route would be



Aerial view of Mississippi River, the Great River Road and Marquette, Iowa

designated. The scenic route would consist of existing riverside roads, with new construction limited to interconnecting the existing roads so that a continuous route could be developed. The existing roads would be upgraded to parkway quality. The modified approach would save a great deal of land acquisition and new construction costs. Another consideration was that some of the most scenic locations along the river had already been pre-empted by existing highways, railroads, towns and cities.

The concept of a scenic route rather than a national parkway was adopted. As a result, the Great River road is not owned by the National Park Service, as is the case with true national parkways such as the Blue Ridge and Natchez Trace Parkways. Instead, the states have developed the Great River Road through a nationally coordinated program. The Bureau of Public Roads

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recommended “that the selected route shall be improved in a superior manner and that it should be dedicated to recreational purposes as well as to moving traffic.” The needed construction and improvements “can be done with regular apportionments under the federal highway act or by the states on their own...”

**1954-1970: Planning Studies and Initial Route Markings**

With the Federal Highway Act of 1954, Congress responded to the recommendations of the Bureau of Public Roads by appropriating planning funds. The Bureau of Public Roads was authorized to work with each of the states to develop specific criteria for the “parkway,” and to determine one specific route within each state for the “Mississippi River Parkway.” By the late 1950’s, the familiar green and white pilot’s wheel marker began to spring up on various sections of the designated route. Planning continued through the 1960’s. The Report on a Recommended Route for the Great River Road (Mississippi River Parkway) Through the State of Iowa was complete on May 25, 1957. The Recommendations for Land Acquisition, Scenic Easement and Control of Access for the Great River Road in the State of Iowa set forth a comprehensive set of recommendations: the report remains today as a guideline for improving the Iowa Great River Road.

**1974-1983: Development Begins**

With the completion of all the planning reports in early 1970, actual development of the Great River Road was ready to begin. Although a number of states had put up Great River Road highway signs and used available state funds for scenic bluff protection and road improvements, full-scale development funds had not been readily available. Legislation to fund the development of the Great River road was included for the first time as part of the Federal Aid Highway Act of 1973. From 1973 to 1982, Congress authorized a total of \$314 million in funds earmarked for the Great River Road. Most (\$251 million) of those funds were allocated directly to the states.

**1976: Federal Guidelines Issued**

With funds available, development could begin in earnest. In 1976, the Federal Highway Administration issued program guidelines setting criteria for the Great River Road. The states then set up their own individual process procedures for selecting the route of the Great River Road within their state boundaries.

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"The Great River Road should be located within designated segments to take advantage of scenic views and provide the traveler with the opportunity to enjoy the unique features of the Mississippi River and its recreational opportunities," the guidelines said. The criteria also specified that the Great River Road should provide for a variety of experiences or themes including history, geology, and culture, and that the road should provide convenient access to larger population centers. Protection of the Mississippi River corridor was required by "appropriate route selection, effective control and development, and scenic easement acquisition."

**State and Federal Routes**

While the national Great River Road criss-crosses the Mississippi River within each state, the states have designated alternative routes that provide Great River Road routes on both sides of the river from the headwaters to the Gulf. The national or federal Great River Road route consists of sections that conform to the Federal Highway Administration guidelines, and were eligible for the Great River Road funds that were available in the 1970s and early 1980s. The state-designated alternative routes include sections with significant scenic, historic, and recreational interest. The Mississippi River Parkway Commission makes no distinction between the federal and state routes in its promotional efforts. However, some states do use highway signs that distinguish between a national and state route.

**1990s: National Scenic Byways Program**

State-designated scenic byways are now eligible to receive federal grants under the federal National Scenic Byways Program, which was first authorized in 1993 federal highway legislation and reauthorized in the 1998 highway bill. Three sections of the Great River Road received National Scenic byway designation in 1998





## THE GREAT RIVER ROAD IN IOWA

### Route Description

The Iowa Great River Road is a 326 mile-long byway designated by the State of Iowa. It parallels the west bank of the Mississippi River in eastern Iowa between the Missouri and Minnesota state borders. The Byway passes through 10 Iowa counties and numerous towns and several urban centers.

Travelers along the route experience a variety of settings including magnificent



vistas of the River; upland woodlands and floodplain forests; various parks, preserves and conservation areas; agricultural, small farms and rural countryside; small-town main streets; diverse and distinctive architecture; metropolitan centers and, most importantly, river life.

The majority of the route is paved two-lane roadway managed by the Iowa Department of Transportation. Two hundred nineteen miles (67 %) are classified as US Highway, 94 miles as county (29%) and 13 miles (4%) at city. The route functions in a number of different capacities including: through traffic, local service, commercial use and recreational traffic. All portions of the route are maintained for year round use. The entire route is signed as the "Great River Road". Please refer to the Appendix for a table of route segments.

### Byway Corridor:

The Iowa Great River Road Scenic Byway corridor is defined as the viewshed from the designated roadway meaning the area that can be seen from either side of the roadway. In general, the viewshed represents the driver's field of view and contains landscape elements that contribute to the quality of the visitor's experience. In a number of areas, the viewshed becomes quite lengthy and extensive (views of 1 mile or greater from the roadway). In these areas the corridor width is set at 1 mile—1/2 mile on either side of the roadway.

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Since the byway experience includes a number of locations that support the themes of the Great River Road, consideration is given to a number of locations beyond the viewshed as defined above. Generally, visitors are encouraged to perceive the landscape between the roadway and the river itself. A number of the intrinsic qualities are manifested in specific sites that exist in this broader zone. In a few cases, relevant intrinsic resource sites are identified on the West Side of the designated roadway beyond the viewshed. In short, the corridor of the Iowa Great River Road is the River, the landscape and the roadway.

Please note that the corridor area defined here is intended to recognize the general area of visitor experience on the Iowa Great River Road and to provide a general focus area for corridor activities. It is not a regulatory determination or definition. Furthermore it is not intended to exclude sites, organizations or individuals from participating in Great River Road planning and delivery of experiences to travelers.

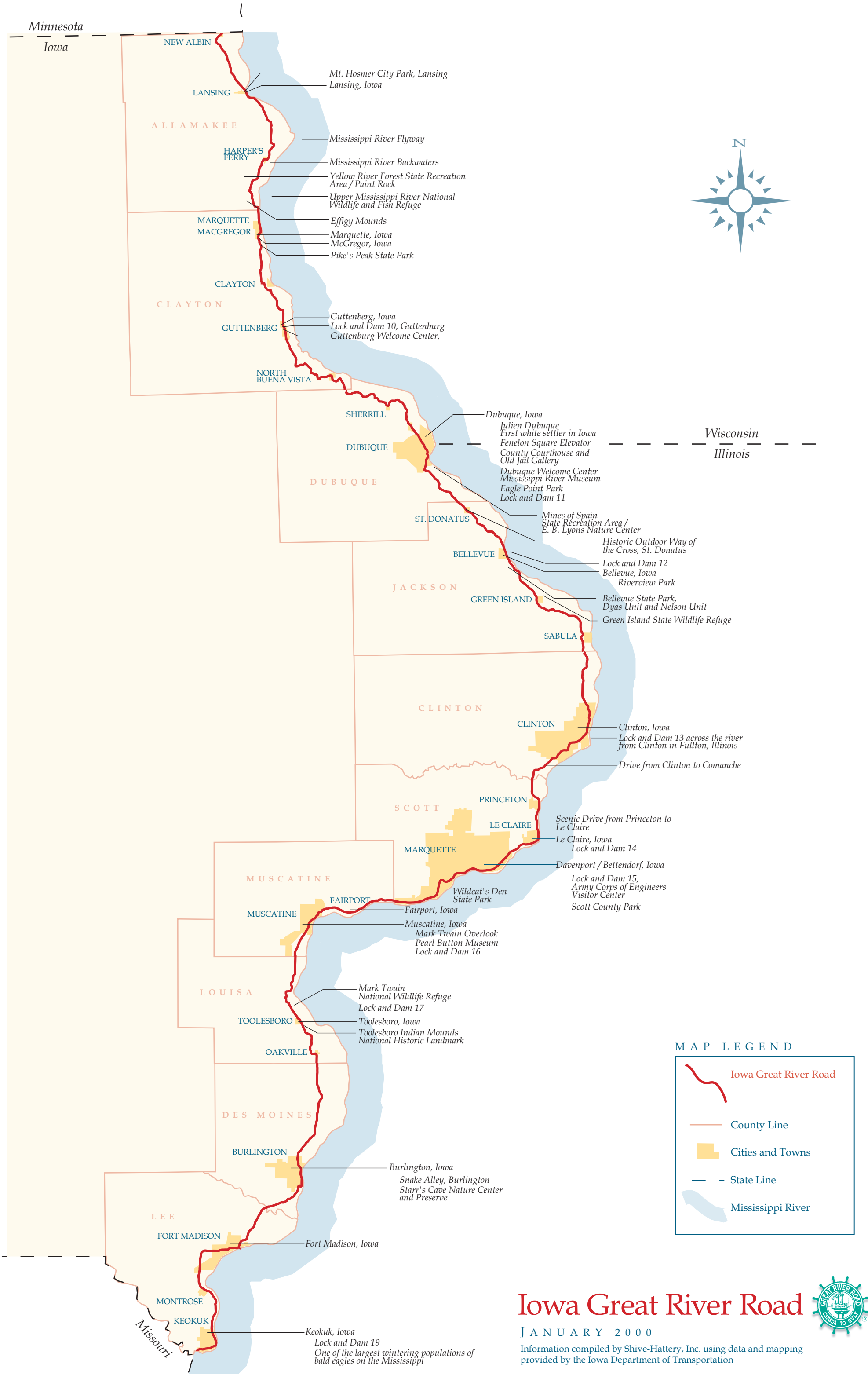
### **Corridor Mapping**

A variety of sources of corridor mapping and data exist—historic and contemporary. The Iowa Department of Transportation, municipalities, counties and regional units of government maintain a considerable inventory of mapping and data on land use, zoning and other related topics. Pertinent and accurate sources of mapping are, by reference, made part of the Great River Road Scenic Byway Corridor Management Plan.

Locations of significant intrinsic resources have been illustrated on USGS 7.5 minute quad maps. Updates and expansion of the inventories will occur over time by various organizations.

An overall orientation map of the Iowa Great River Road Scenic Byway follows.





# Iowa Great River Road

JANUARY 2000

Information compiled by Shive-Hattery, Inc. using data and mapping provided by the Iowa Department of Transportation





## Existing Land Uses

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Existing land uses in and adjacent to the corridor are typical for the setting and include the following general categories:

- Agricultural uses including pasture, grazing, and row crops
- Public and private owned and managed open space, including floodplains, bluff lands, forests, wetland and waterways and prairies
- Transportation improvement including roadways and railroads
- Riverfront onto the Mississippi River
- Town and urban development including residential, commercial, industrial and institutional uses

## General Review of Road Safety (7)

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Since the Iowa Great River Road is managed by multiple jurisdictions comprehensive safety records and reports are difficult to gather. Major portions of the route are managed by the Iowa Department of Transportation and no unusual traffic or safety conditions are reported that would affect Great River Road travelers.



Bluffland view over the Mississippi River



## VISION, GOALS AND OBJECTIVES

The overall vision for the Iowa Great River Road Scenic Byway is:

***The Iowa Great River Road Scenic Byway presents opportunities for protecting and promoting the scenic, natural, historic, archeological, cultural and recreational resources of the Mississippi River so that the quality of life enjoyed by Iowans and all Midwesterners can be sustained and a unique destination can be provided for travelers from across the world.***

A mission of the Iowa Mississippi River Parkway Commission is to work with all stakeholders to ultimately achieve this vision. Goals that the Iowa Mississippi River Parkway Commission intend to achieve include:

- Continue the identification, documentation and protection of the intrinsic resources of the Great River Road.
- Expand the local citizen awareness of the resources and importance of the Great River Road in Iowa and the adjoining states.
- Provide new travel experiences through effective interpretation and promotion of the Great River Road.
- Increase information services to residents and organizations along the Great River Road.
- Identify economic development opportunities based on the sensitive use of the Road's intrinsic resources.
- Sustain existing alliances with other organizations that are interested in the future of the Great River Road and develop new partnerships where needed.
- Identify volunteer opportunities for individuals and organizations.

A central theme for interpreting the Iowa Great River Road will be based on the following:

***People, communities, the nation and the world are sustained by the history, the nature and the society of the Mississippi River.***



## INTRINSIC QUALITIES

### Overview Assessment of Intrinsic Qualities (2)

The National Scenic Byways program provides an effective means of categorizing the many resources of the Great River Road. Six intrinsic qualities—scenic, historic, recreational, cultural, natural and archaeological—are qualities used to describe a byway's special sense of place. These qualities are used by the Federal Highway Administration to designate National Scenic Byways--a least one quality must be evident for national designation. In short, intrinsic qualities are considered representative, unique, irreplaceable, or distinctly characteristic of the byway's corridor.

The Iowa Great River Road possesses features representing the six intrinsic qualities. The following types of resources appear to make the strongest contribution to creating the unique appeal of the Iowa Great River Road.



Morning view over Lock and Dam 11 and the Mississippi River from Eagle Point Park, Dubuque, Iowa

**Scenic:** The heightened visual experience derived from the view of natural and manmade elements of the visual environment of the scenic byway corridor. The characteristics of the landscape are strikingly distinct and offer a pleasing and most memorable visual experience.

- The Mississippi River itself
- Dramatic bluff land views and vistas
- Rock outcroppings
- Agricultural fields, farmsteads
- Distinctive architecture
- Small town main streets
- Vegetation of the fall and spring seasons
- Upland and floodplain forests
- Wetlands and backwaters
- Diverse topography
- Narrow channel and wide channel diversity



Historic: Encompassing legacies of the past that are distinctly associated with physical elements of the landscape, whether natural or manmade, that are of such historic significance that they educate the viewer and stir an appreciation for the past.

- National Register Historic Districts
- National Register Historic sites
- National River Museum, Dubuque
- Locks and Dams
- Site historical sites
- Historic cemeteries
- County historical museums
- Private historic sites

Recreational: Outdoor recreational activities directly associated with and dependent upon the natural and cultural elements of the corridor's landscape. The recreational activities provide opportunities for active and passive recreational experiences.

- Water-based recreation opportunities for boating, fishing, hunting
- Protected wildlife management properties, state preserves
- State, county and city parks
- Nature centers
- Many types of hiking and bicycling trails
- Primitive and modern campgrounds
- Wildlife viewing
- Antique and art shopping
- Performing arts and cultural events
- Evening entertainment, casinos
- Art museums



Countryside view in rural Clayton County, Iowa on the Great River Road near the Mississippi River

Archeological: Those characteristics of the scenic byway corridor that are visible, physical evidence of historic or prehistoric human life or activities and are capable of being inventoried and interpreted.

- Effigy Mounds National Monument
- Toolesboro Indian Mounds National Historic Landmark
- Museums
- Burial settlement sites
- Interpretative programs

Natural: Those features in the visual environment that are in a relatively undisturbed state.

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- Geology, landforms and river hydrology
- Upper Mississippi Wildlife Refuge
- Protected wildlife management properties, state preserves
- State, county and city parks
- Mississippi River tributary crossings
- Nature centers
- Caves and natural springs
- Interpretation programs and watchable wildlife programs and opportunities
- Bald eagles

Cultural: Evidence and expressions of the customs or traditions of a distinct group of people. Examples include tribal ceremonies, unique seasonal festivals, and Amish farming.

- Various ethnic and community festivals and events

The Great River Road Scenic Byway includes fine examples of each of the six intrinsic resources many of which have national importance. Various tables pertaining the intrinsic resources of the Great River Road are presented in the Appendix.

## Strategies for Maintaining and Enhancing Intrinsic Qualities (3) (5)

The Iowa Mississippi River Parkway Commission is committed to maintaining and enhancing the intrinsic qualities of the Great River Road. The Commission recognizes that its strategy for achieving this commitment includes:

- Building Awareness
- Effective Communication
- Encouraging appropriate Actions by private individuals, non-profit private organizations and all levels of government
- Recognizing examples of successful maintenance and enhancement of intrinsic qualities

The Iowa Natural Heritage Foundation is an example of highly effective efforts by a non-profit organization to work with landowners for the protection of intrinsic resources. Programs such as the *Blufflands Alliance* will continue to be important means for protecting the natural and cultural resources of the Iowa Great River Road Scenic Byway corridor.

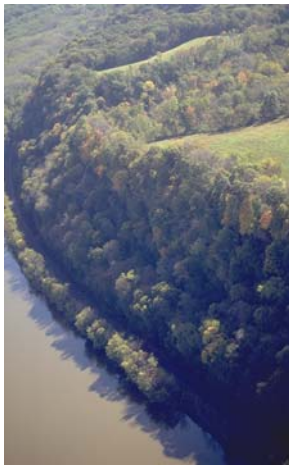




## VISITOR EXPERIENCE PLANNING

### Interpretation Opportunities (14)

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Steep limestone bluff at  
Mississippi River's edge

A number of organizations provide interpretation programs for the Great River Road and the Mississippi River. These range from static exhibits to dynamic and interactive programs.

Effective interpretation of the Great River Road is one of its greatest opportunities and needs. Providing interpretation will be the responsibility of many organizations and the Commission will encourage and support efforts to enhance the visitor experience in the following areas:

- Development of interpretive master plans for the sites and regions
- Establishing measurable learning, behavior and emotion objectives based on the overriding themes and sub-themes of the Great River Road and the Mississippi River
- Coordinating efforts among interpretation providers to reduce duplication
- Canvassing programs to assure that the majority of the visitor segments are addressed
- Using up-to-date media
- Providing accountable measures of success in reaching targeted audiences

### Design Standards (13)

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While no major improvements or re-alignment of the route are foreseeable, the Iowa Mississippi River Parkway Commission is available to assist the IDOT and local transportation agencies with assuring that improvement projects are designed and implemented in ways that are sensitive to the intrinsic qualities of

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the roadway and its corridor. Emphasis would be placed on using flexible design standards for improvements as established by the Federal Highway Administration. Likewise, the Commission supports private parties using technical assistance to assure that land developments are planned, constructed and maintained in ways that are supportive of the intrinsic qualities.

## Sign Plan (11)

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Presently, uniform Great River Road pilot wheel logo signs are posted along the entire length of the Iowa Great River Road to identify the designated route. The signs are maintained by the various jurisdictions having management and maintenance control for the roadway and its right of way. Since many travelers rely on this logo and have become accustomed to this type of installation, under national designation the pilot wheel logo would be continued.

Periodically, IDOT staff reviews the route to determine that traffic signing is maintained and effective. The Manual of Uniform Traffic Control Devices would control the addition of any new signs in the right of way in the future.

## Outdoor Advertising Control Compliance (10)

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Historically, the importance of reducing visual intrusions along the Great River Road has been recognized. Planning studies that have historically served as a basis for Great River Road improvements emphasize the need to control and regulate billboards. The route segments of the primary system are in compliance with Highway Beautification Act and applicable state law. A number of local jurisdictions and counties have existing signage and billboard policies that restrict the installation and maintenance of outdoor advertising. Assistance is available to all interested communities along the corridor for improving their signage policies. Public agencies and private conservation organizations have acquired scenic and conservation easements in a number of locations along the corridor and additional easements will continue to be acquired.

The Commission will work to ensure that the character and quality of the Iowa Great River Road are maintained and enhanced. The Commission will continue efforts to educate potential advertisers of the vision and goals of the byway and encourage alternative advertising media.





## Marketing, Promotion and Public Relations (12)

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The Iowa Great River Road and its varied intrinsic qualities are currently being publicized and promoted by the Iowa Mississippi River Parkway Commission, other tourism development organizations and private businesses. Primary targeted market segments for the Great River Road include:

- Local residents who are looking for something different to do close to home
- Local residents who are hosting friends and relatives
- Business that are recruiting new employees
- Schools that are developing curriculums for local study
- History buffs
- Nature seekers
- Business and leisure travelers as developed by conventions and visitor bureaus along the Mississippi River
- Leisure travelers from Iowa as developed by

Eastern Iowa Tourism and Iowa Division of Tourism

- Leisure travelers from the Midwest as developed by Eastern Iowa Tourism and Iowa Division of Tourism
- International markets develop by the national Mississippi River Parkway Commission and the *Mississippi River Country* program.



The Great River Road parallels the Mississippi River, a railroad corridor and limestone bluffs

Cross marketing with other attractions and events has been successful and will be expanded in the future.

Some of the major accomplishments in developing the market for the Iowa Great River Road include:

- Installation of Great River Road logo signs along the route
- Development and distribution of full-color brochures emphasizing the intrinsic qualities of the Great River Road
- Development of volunteer service opportunities along the Byway
- Publication of major articles in national publications
- Highlighted in visitor guides for the State of Iowa and numerous local convention and visitor bureaus of Mississippi River communities
- Numerous cross-promotion with other events and attractions
- Feature of the *River of Song*
- Designation as an Iowa State Scenic Byway



- Featured on the cover of the 2000 official Iowa Visitor Guide, Division of Tourism

Future market development actions will likely include:

- Emphasis on increasing local awareness of the travel and leisure opportunities associated with the Great River Road and the Mississippi River
- Development of a web page
- Orientation of business managers to the advantages of associating with the Great River Road Scenic Byway
- Joint ventures with private vendors for providing appropriate products and services
- Expand cross-marketing with the national Mississippi Parkway Commission
- Successful nomination and designation as a National Scenic Byway

In addition to current and planned promotional activities mentioned elsewhere in this manual, upon being designated as a National Scenic Byway, the Iowa Mississippi River Parkway Commission would:

- Coordinate with the FHWA National Scenic Byway Program to assure an effective approach for promoting the Great River Road is implemented
- Coordinate promotion and market development efforts with companion states that have secured National Scenic Byway status for the Great River Road
- Seek to secure cooperative agreements with the Iowa Division of Tourism and the local convention and visitor bureaus to target effective public relations and promotion of the Great River Road National Scenic Byway
- Assure that information requests will be promptly fulfilled
- Prepare additional trip planning information packets for group tour operators
- Continue to seek national exposure of the Great River Road and the importance of

scenic byways in general through national publication, periodicals and books



Hiking trails at Effigy Mounds National Landmark

## Tourism - Commerce Development Strategies (8)

It is anticipated that tourism travel associated with designating the Great River Road a National Scenic Byway will increase moderately. Since there are a

## Iowa Great River Road



wide variety of intrinsic qualities associated with the Great River Road and that much of today's leisure travel is "shared-destination or multi-purpose"—members of single travel party having different primary destinations—it is difficult to reliably forecast what could be expected in actual or real terms. What can be done is to establish a benchmark by measuring indicators of current tourism activity related to the Great River Road National Scenic Byway Corridor and then re-measure the same indicators in the future following the implementation of certain promotion strategies which should determine the net change.

Major Mississippi cruise boats make day stops at a number of the Iowa ports and associated coach tours bring a substantial number of visitors to many portions of the Iowa Great River Road each year.

Interstate 80 and a number of major east-west US highways intersect with the Great River Road. The majority of the route accommodates all types of traffic and in numerous locations, particularly in towns and cities, accommodations are provided for bicyclists and pedestrians. No portion of the Iowa Great River Road is separated from user services (fuel stations, food services, public restrooms, public telephones, lodging and shopping) by more than 5 miles. A wide variety of local printed material pertaining to the intrinsic resources of the Byway is available through a number of public and commercial outlets.



## COMMUNITY INVOLVEMENT

### Public Participation Strategies (6)

The foundation for on-going public participation in the Iowa Great River Road and its Corridor Management Plan is the fact that the Iowa Mississippi River Parkway Commission is a standing commission established by the Iowa Code. The Governor of the State of Iowa appoints the members to terms of service on the Commission. Each of the ten Mississippi River counties in Iowa has a representative on the Commission and these individuals provide direct contact with local interest groups and individual citizens. The Commission meets quarterly in open public meetings. Commissioners regularly attend meetings of county boards of supervisors and are available at all times to receive public



input and comment. Additionally, various State of Iowa departments are represented on the Commission including Transportation, Economic Development, Natural Resources and Cultural Affairs. Announcements of Commission meetings and distribution of minutes is made throughout eastern Iowa.

The  
number of

Historic downtown Dubuque and the Dubuque  
County Court House.

Commission sponsors a  
public events designed to

increase awareness of the Great River Road, issues related to the Mississippi River and participation in its opportunities. The "Mississippi Ramble", a tour of vintage automobiles along the entire 10-state length of the Great River Road is a recent activity co-sponsored by the Iowa Mississippi River Parkway Commission. The "*River of Song*" program is another example of public awareness programs sponsored by the Commission. The entire Iowa shoreline of the Mississippi River became the setting for a canoe tour involving thousands of participants as a major event of the Iowa Sesquicentennial celebration in 1996.

The Commission actively encourages the participation of communities, organizations and individuals in the implementation of the Corridor Management Plan and recognizes that ongoing success of the Great River Road Scenic Byway will be dependent on the continuation and expansion of public participation. Sustaining existing partnerships and building new alliances will be an important key to success. Creating volunteer opportunities for a variety of organizations will be equally essential.



## AREAS OF RESPONSIBILITY

### Responsibility Strategies and Schedule (4)

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The scope of responsibilities for effectively managing the Iowa Great River Road is understandably broad and expansive. Many issues and opportunities exist and will emerge in the future. Consequently, responsibilities for the Great River Road are spread among a variety of agencies and organizations.

The role of the Iowa Mississippi River Parkway Commission will focus on facilitating greater awareness and support for the importance and opportunities of the Great River Road. Each member of the Commission can serve as a communication link to other stakeholder organizations and agencies. The Commission will serve an important role of advising local units of government and state agencies about current needs and opportunities for protecting intrinsic resources and enhancing visitor experiences. Designation of the Great River Road as a National Scenic Byway will afford the Commission the opportunity and new resources to continue and expand the effectiveness it has provided during the past 5 decades.

Roadway maintenance, safety, and improvements responsibilities will continue to rest with the Iowa Department of Transportation, counties and municipalities.

Promotion activities will be shared by the various organizations including the Iowa Division of Tourism, Eastern Iowa Tourism, and numerous conventions and visitor bureaus along the Great River Road. The Mississippi River Country will continue to expand to include more emphasis on scenic driving opportunities of the Great River Road. Efforts will be undertaken to sustain the unity of messages provided by these various organizations.

Interpretation of themes and resources will likewise be spread among many organizations that now provide public programs for interpreting the natural and cultural qualities of the Great River Road and the Mississippi River.

Depending on the type and location of intrinsic resource, protection and enhancement activities are shared among a variety of governmental agencies, private organizations and individual property owners.



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## APPENDIX

Individual maps for the ten Mississippi River Counties

Table of route segments

Description of significant intrinsic resources by county

Table of all documented intrinsic resources

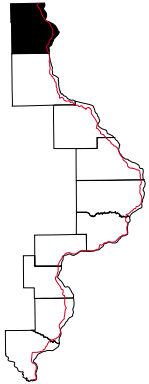
Federal Register section pertaining to scenic byways



***Detailed county maps included in nomination binder.***



## MAP LEGEND



*Mt. Hosmer City Park, Lansing*

*Lansing, Iowa*

*Mississippi River Flyway*

*Mississippi River Backwaters*

*Yellow River Forest State Recreation Area / Paint Rock*

*Upper Mississippi River National Wildlife and Fish Refuge*

ALLAMAKEE COUNTY

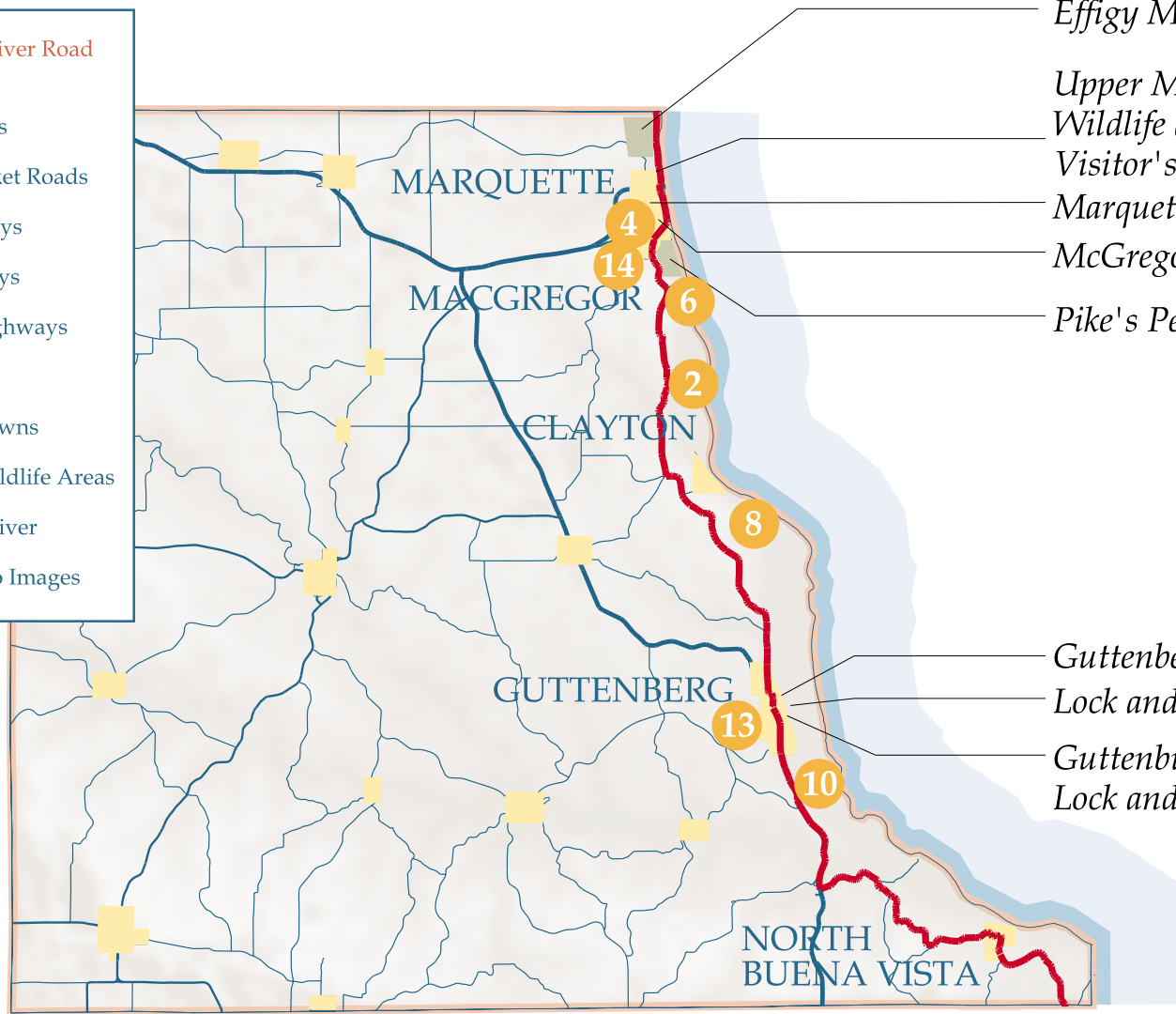
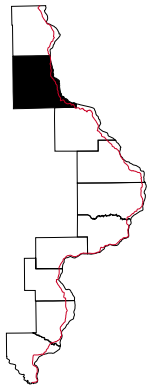
# Iowa Great River Road



JANUARY 2000

Information compiled by Shive-Hattery, Inc. using data and mapping provided by the Iowa Department of Transportation

## MAP LEGEND



*Effigy Mounds*

*Upper Mississippi River National Wildlife and Fish Refuge*

*Visitor's Center*

*Marquette, Iowa*

*McGregor, Iowa*

*Pike's Peak State Park*

*Guttenberg, Iowa*

*Lock and Dam 10, Guttenberg*

*Guttenberg Welcome Center, Lock and Dam 10 and Riverview Park*

CLAYTON COUNTY

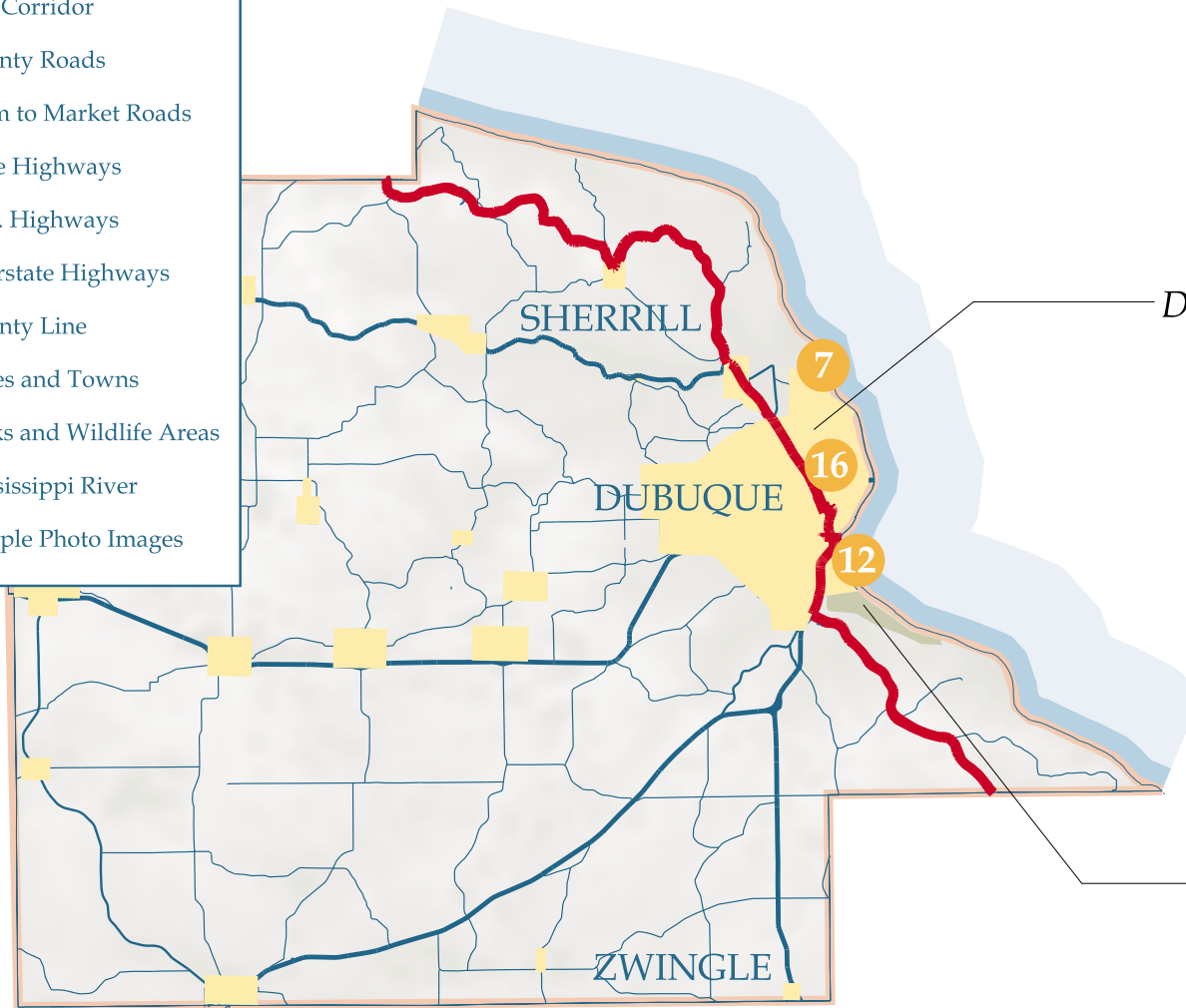
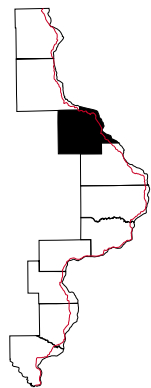
Iowa Great River Road



JANUARY 2000

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## MAP LEGEND



Dubuque, Iowa

*Julien Dubuque*  
*First white settler in Iowa*  
*Fenelon Square Elevator*  
*County Courthouse and*  
*Old Jail Gallery*  
*Dubuque Welcome Center*  
*Mississippi River Museum*  
*Eagle Point Park*  
*Lock and Dam 11*

*Mines of Spain*  
*State Recreation Area /*  
*E. B. Lyons Nature Center*

DUBUQUE COUNTY

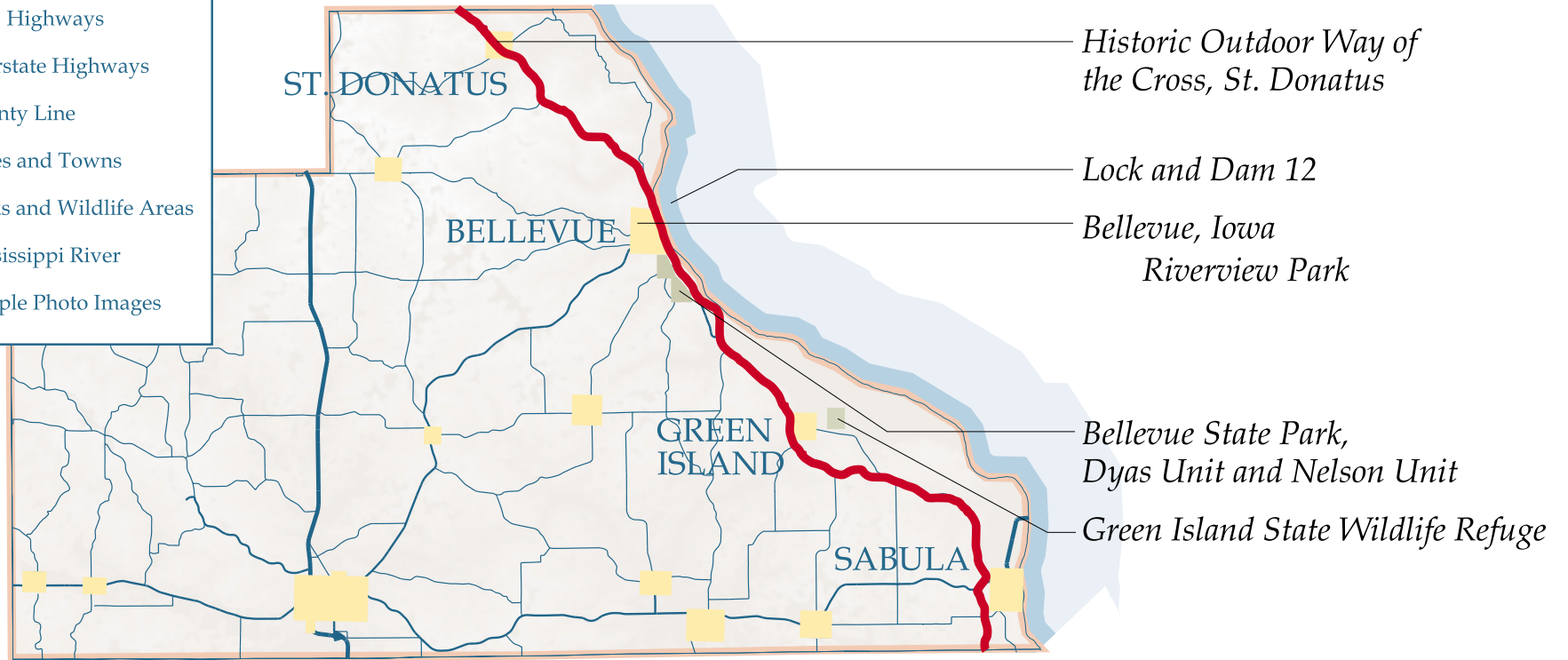
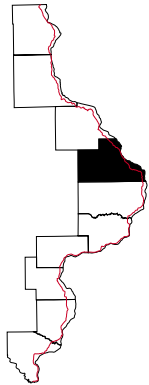
# Iowa Great River Road



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## MAP LEGEND



JACKSON COUNTY

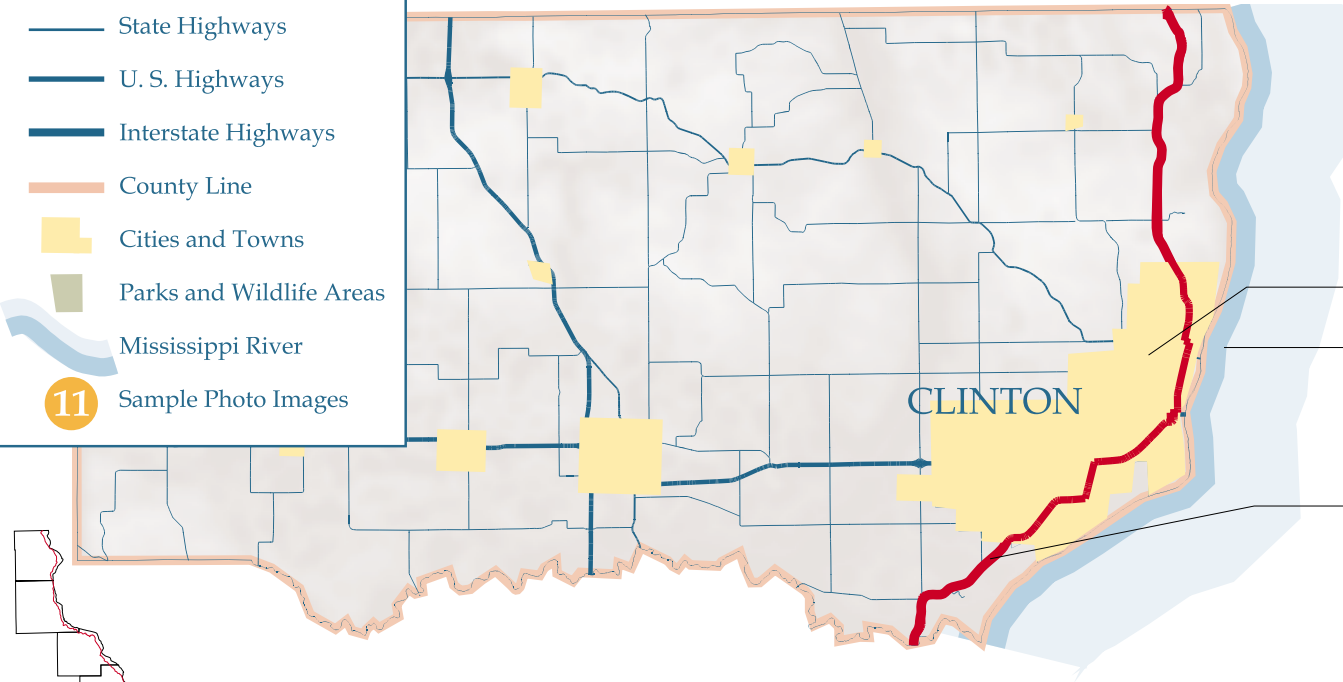
# Iowa Great River Road



JANUARY 2000

Information compiled by Shive-Hattery, Inc. using data and mapping provided by the Iowa Department of Transportation

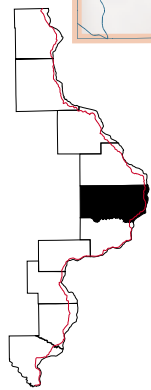
## MAP LEGEND



*Clinton, Iowa*

*Lock and Dam 13 across the river from Clinton in Fullton, Illinois*

*Drive from Clinton to Comanche*



CLINTON COUNTY

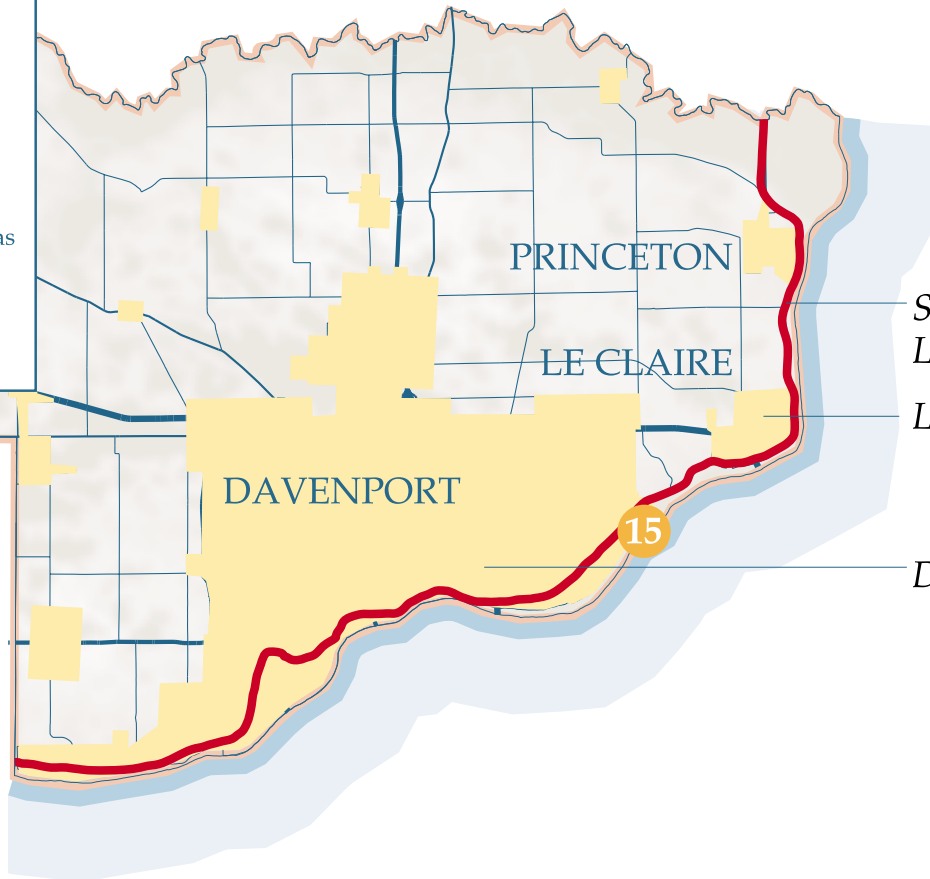
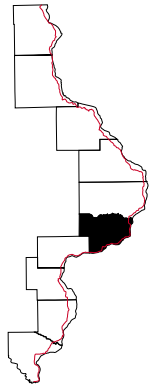
# Iowa Great River Road



JANUARY 2000

Information compiled by Shive-Hattery, Inc. using data and mapping provided by the Iowa Department of Transportation

## MAP LEGEND



*Scenic Drive from Princeton to Le Claire*

*Le Claire, Iowa*

*Lock and Dam 14*

*Davenport / Bettendorf, Iowa*

*Lock and Dam 15,  
Army Corps of Engineers  
Visitor Center*

*Scott County Park*

SCOTT COUNTY

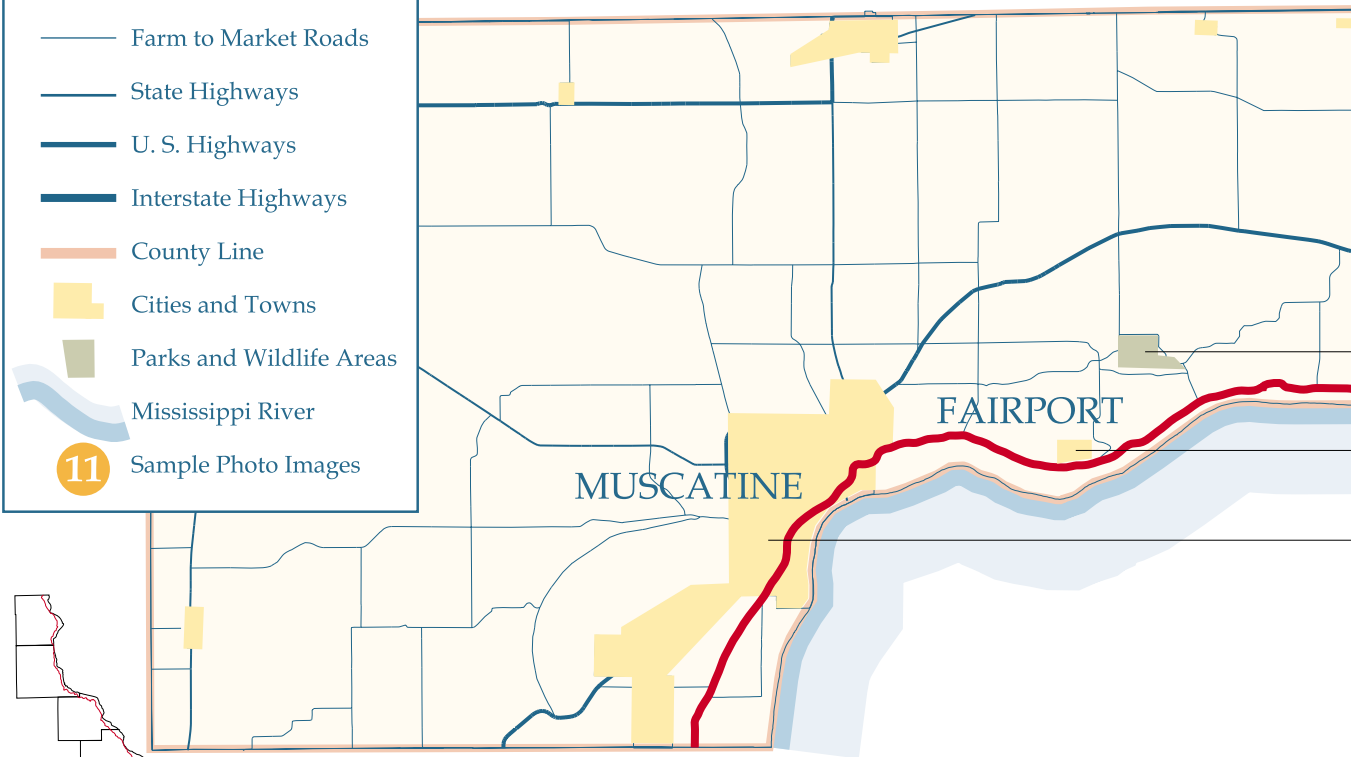
# Iowa Great River Road



JANUARY 2000

Information compiled by Shive-Hattery, Inc. using data and mapping provided by the Iowa Department of Transportation

## MAP LEGEND



*Wildcat's Den State Park*

*Fairport, Iowa*

*Muscatine, Iowa*

*Mark Twain Overlook*

*Pearl Button Museum*

*Lock and Dam 16*

MUSCATINE COUNTY

Iowa Great River Road

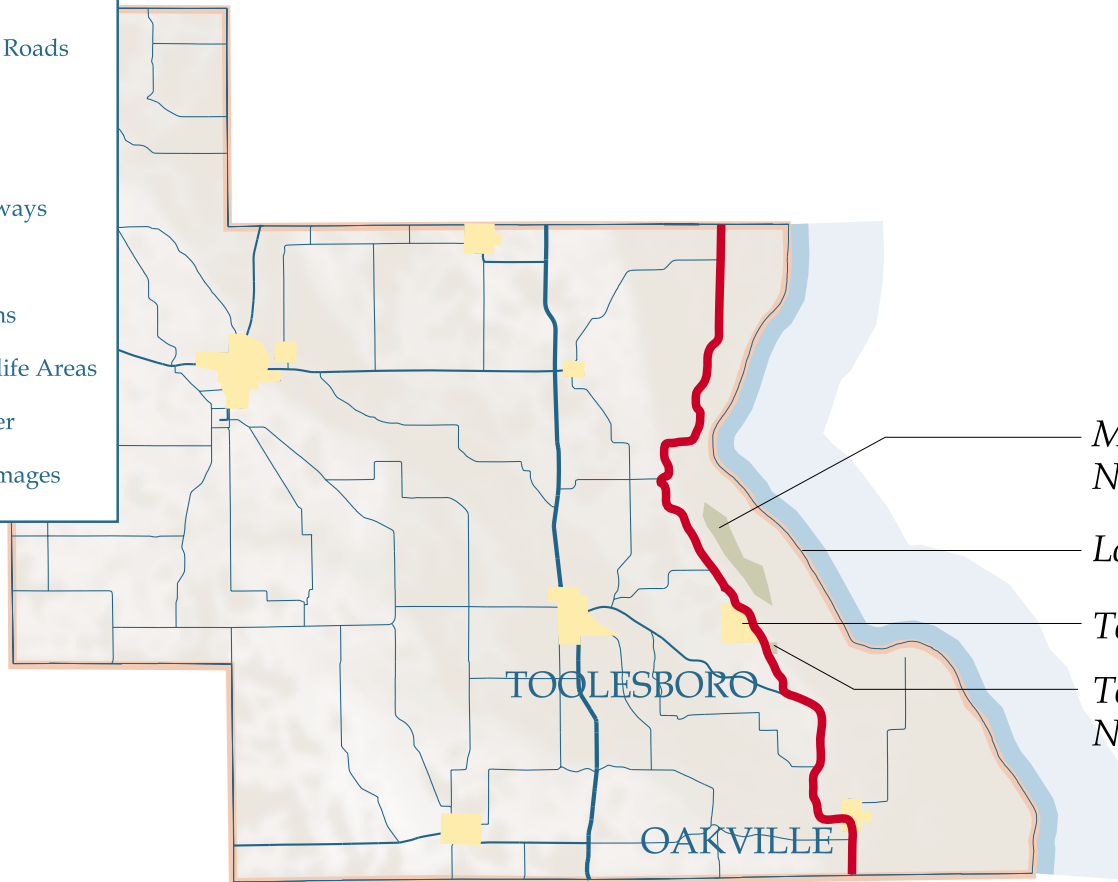
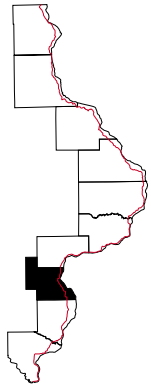


JANUARY 2000

Information compiled by Shive-Hattery, Inc. using data and mapping provided by the Iowa Department of Transportation



## MAP LEGEND



*Mark Twain  
National Wildlife Refuge*

*Lock and Dam 17*

*Toolesboro, Iowa*

*Toolesboro Indian Mounds  
National Historic Landmark*

LOUISA COUNTY

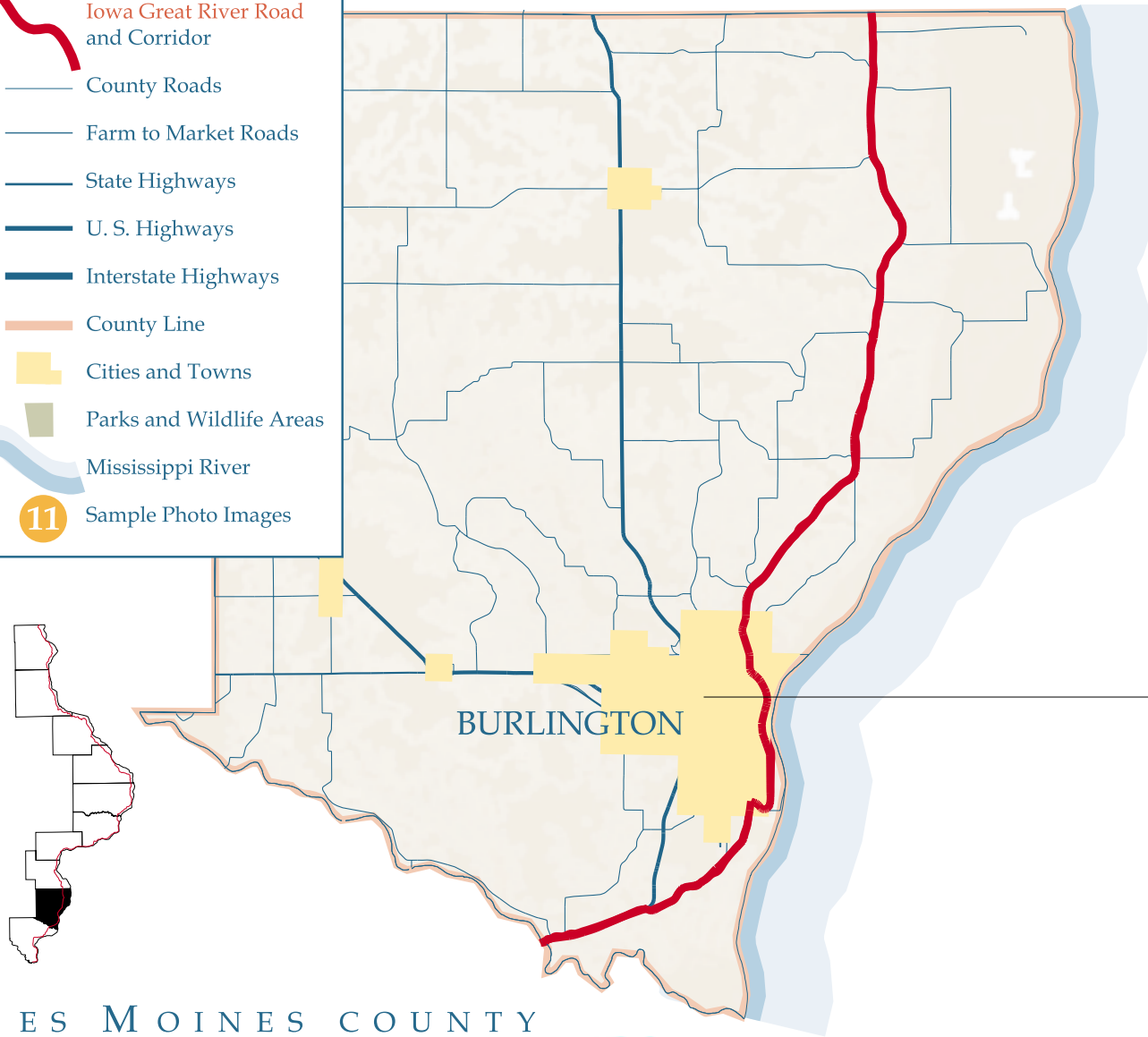
# Iowa Great River Road



JANUARY 2000

Information compiled by Shive-Hattery, Inc. using data and mapping  
provided by the Iowa Department of Transportation

# MAP LEGEND



Burlington, Iowa  
Snake Alley, Burlington  
Starr's Cave Nature Center  
and Preserve

DES MOINES COUNTY

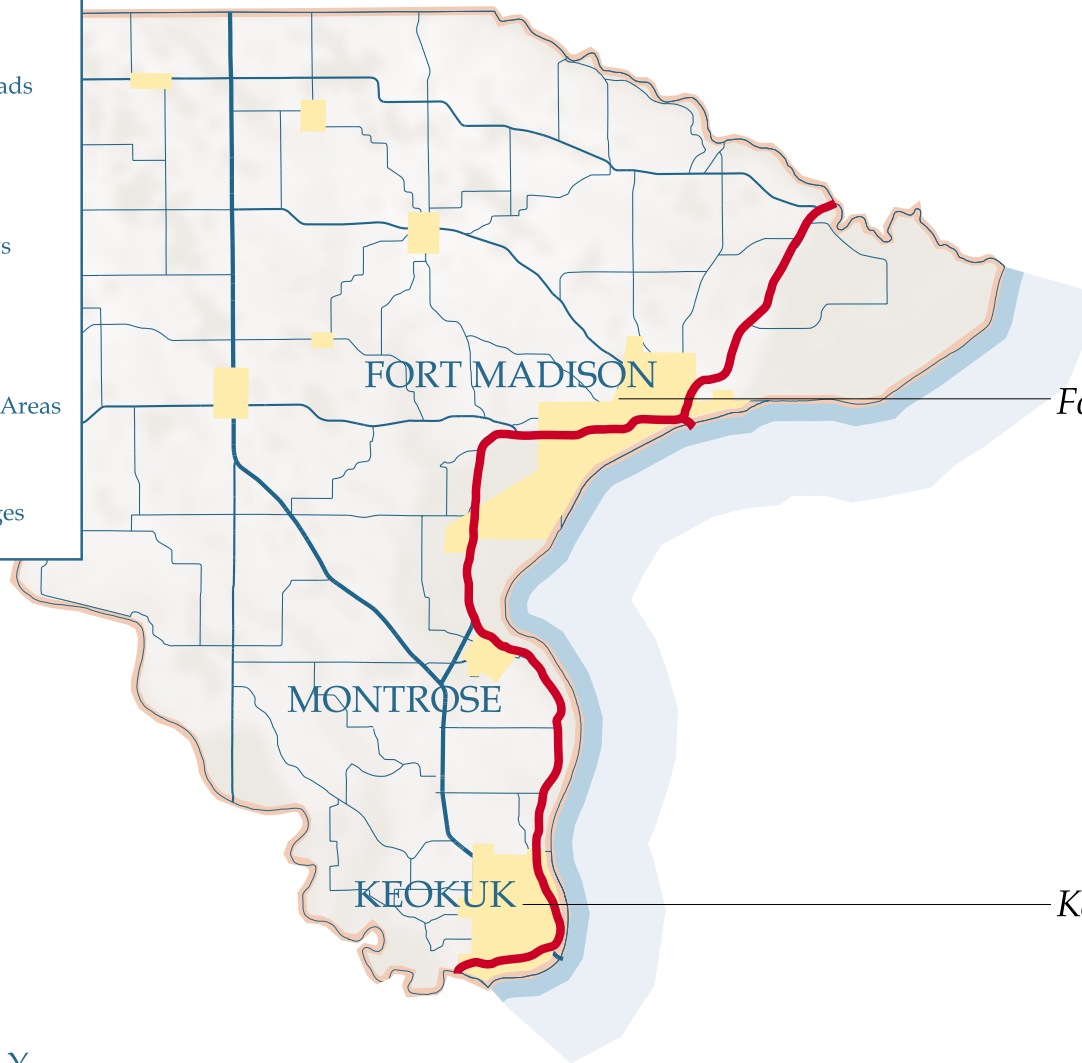
Iowa Great River Road



JANUARY 2000

Information compiled by Shive-Hattery, Inc. using data and map,  
provided by the Iowa Department of Transportation

## MAP LEGEND

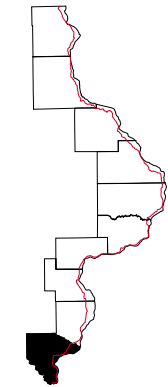


*Fort Madison, Iowa*

*Keokuk, Iowa*

*Lock and Dam 19*

*One of the largest wintering populations of bald eagles on the Mississippi*



LEE COUNTY

# Iowa Great River Road



JANUARY 2000

Information compiled by Shive-Hattery, Inc. using data and mapping provided by the Iowa Department of Transportation

Corridor Management Plan  
Iowa Great River Road

Route Segments

County	Route	Start	Finish	Mi.	Type	Mi./Co.
Lee	US 61	Missouri State Line	E. Jct. US 136	0.52	State/City	
Lee	US 136	E. Jct. US 61	X28	2.55	State/City	
Lee	X28	US 136	NCL Keokuk	3.31	City	
Lee	X28	NCL Keokuk	SCL Montrose	6.95	County	
Lee	Cherry St	SCL Montrose	Elm St	0.83	City	
Lee	Elm St	Cherry St	Water St	0.06	City	
Lee	Water St	Elm St	Pine St	0.14	City	
Lee	Pine St	Water St	First St	0.06	City	
Lee	First St	Pine St	NCL Montrose	0.36	City	
Lee	IA 924	NCL Montrose	US 61	0.66	State	
Lee	US 61	IA 924	Des Moines County	20.88	State	
County total						36.3200
Des Moines	US 61	Lee County	X62	2.86	State	
Des Moines	X62	US 61	SCL Burlington	4.02	County	
Des Moines	Madison Ave	SCL Burlington	Main Dr	0.25	City	
Des Moines	S Main St	Madison Ave	N Main St	2.37	City	
Des Moines	N Main St	S. Main St	IA 99	0.69	City	
Des Moines	IA 99	N Main St	Louisa County	19.82	State/City	
						30.0100
Louisa	IA 99	Des Moines County	X61	6.63	State	
Louisa	X61	IA 99	Muscatine Co	15.57	County	
						22.2000
Muscatine	X61	Louisa County	SCL Muscatine	4.42	County	
Muscatine	Stewart Rd	SCL Muscatine	Oregon St	0.77	City	
Muscatine	Oregon St	Stewart Rd	IA 92	0.27	City	
Muscatine	IA 92	Oregon St	IA 38	2.34	State/City	
Muscatine	IA 38	IA 92	S Jct IA 22	0.71	State/City	
Muscatine	IA 22	S Jct IA 38	Scott County	13.61	State/City	
						22.1200
Scott	IA 22	Muscatine County	US 67	9.49	State/City	
Scott	US 67	IA 22	Clinton County	29.25	State/City	
						38.7400
Clinton	US 67	Scott County	Jackson County	28.1	State/City	
						28.1000
Jackson	US 67	Clinton County	US 52	2.9	State	
Jackson	US 52	US 67	Dubuque Co	32.41	State/City	
						35.3100

Corridor Management Plan  
Iowa Great River Road

Route Segments

Dubuque	US 52	Jackson County	C9Y	18.56	State/City
Dubuque	C9Y	US 52	Mud Lake Rd	0.15	County
Dubuque	Mud Lake Rd	C9Y	Spechts Ferry Rd	2.18	County
Dubuque	Spechts Ferry Rd	Mud Lake Rd	Circle Ridge Rd	1.44	County
Dubuque	Circle Ridge Rd	Spechts Ferry Rd	Balltown Rd	3.34	County
Dubuque	Balltown Rd	Circle Ridge Rd	Ridge Rd	6.31	County/City
Dubuque	Ridge Rd	Balltown Rd	N. Buena Vista Rd	1.8	County
Dubuque	N. Buena Vista Rd	Ridge Rd	Clayton County	0.77	County

34.5500

Clayton	C9Y	Dubuque County	US 52	12.73	County
Clayton	US 52	C9Y	N 6th St Guttenberg	6.64	County/City
Clayton	N 6th St	US 52	Washington St	0.18	City
Clayton	Washington St	N 6th St	N 5th St	0.04	City
Clayton	N 5th St	Washington St	Kosciusko St	0.43	City
Clayton	Kosciusko St	N 5th St	N Bluff St	0.23	City
Clayton	N Bluff St	Kosciusko St	NCL Guttenberg	0.8	City
Clayton	X56	NCL Guttenberg	IA 340	15.04	County
Clayton	IA 340	X56	IA 76	1.81	State
Clayton	IA 76	IA 340	Allamakee County	4.57	State/City

42.4700

Allamakee	IA 76	Clayton County	IA 364	4.01	State
Allamakee	IA 364	IA 76	Rhomberg Ave in Harpers Fe	6.14	State
Allamakee	Rhomberg Ave	IA 364	Chestnut St	0.18	City
Allamakee	Chestnut St	Rhomberg Ave	First St	0.32	
Allamakee	First St	Chestnut	NCL Harpers Ferry	0.7	City
Allamakee	X52	NCL Harpers Ferry	SCL Lansing	12.55	County
Allamakee	Great River Road	SCL Lansing	IA 9	0.85	City
Allamakee	IA 9	Great River Road	IA 26	0.37	State/City
Allamakee	IA 26	IA 9	Minnesota State Line	11.24	State/City

36.3600

Totals

326.18

326.1800



## ALLAMAKEE COUNTY

### **Mt. Hosmer City Park, Lansing**

This city park sits on top of a 400-foot high bluff with five different scenic overlooks from which three states (IA, WI, MN) and a great area of the Mississippi River and its backwaters can be seen.

### **Mississippi River backwaters**

The Mississippi backwater areas are a maze of sloughs, islands, and marshes near Harper's Ferry, making it a true Mississippi Bayou. Most are named for adventures, discoveries, or natural occurrences, including Pigeon Slough, whose shores used to be white with Passenger Pigeon eggs each spring.

### **Yellow River Forest State Recreation Area/ Paint Rock**

This 8,000-acre forest contains some of Iowa's greatest terrain, with high scenic bluffs and cold water streams. The Iowa Department of Natural Resources harvests the Yellow River Forest timber for use all over the state. The Paint Rock unit of the forest houses most recreation opportunities, including, camping, canoeing, snowmobiles, hunting and fishing, and hiking and equestrian trails.

### **Upper Mississippi River National Wildlife and Fish Refuge**

The Mississippi River is the nation's oldest, longest, and most popular wildlife refuge containing over 200,000 acres of wooded islands, marshes, and waterways. There are many recreation opportunities along this refuge, including bird watching, environmental education, camping, and hunting and fishing in designated portions of the refuge.

### **Mississippi River Flyway**

The Mississippi River Refuge protects the Mississippi River Flyway, a natural and important north-south migration route for hundreds of different species of birds and waterfowl.

### **Lansing, Iowa**

Home of Mt. Hosmer Park with a panoramic view of the river. Also of interest, Fish Farm Mound, an Indian burial site and the nearby "Our Lady of the Wayside" shrine.



## CLAYTON COUNTY

### **Guttenberg Welcome Center, Lock and Dam 10 and Riverview Park**

The Guttenberg Welcome Center, sitting along Guttenberg's historic riverfront, offers visitors town and river history as well as introduces them to the many places to visit in town. The center overlooks Lock and Dam 10 and Riverview Park. The observation deck on the dam offers a great view of the river, while the mile long levee walk in the park adds recreation to the beautiful views.

### **Upper Mississippi River National Wildlife and Fish Refuge Visitor's Center**

The Mississippi River Visitor's Center shows visitors how important the Mississippi River was in past industry, and how the steamboat helped that industry grow. It also tells the importance of the lock and dam system that spreads the length of the Mississippi River.

### **Pike's Peak State Park**

This park boasts one of Iowa's most spectacular views across the Mississippi River on the highest bluff along the river. Named for Zebulon Pike who was sent in 1805 to scout placement of military posts along the Mississippi River. A fort was never built on this land, and it went into private ownership. Since settlers were not able to build on this property, the peak remains as Pike saw it 200 years ago.

### **Effigy Mounds**

Prehistoric mounds are common from the plains of the Midwest to the Atlantic seaboard, but only in this general area were they constructed in an effigy outline of mammals, birds, or reptiles. The Monument contains 1,481 acres with 200 mounds, of which 29 are effigies, the others are conical, linear and compound. Eastern Woodland Indian culture built these mounds from about 500 BC to 1300 AD. Natural features in the monument include forests, tallgrass prairies, wetlands and rivers.

### **Lock and Dam 10, Guttenberg**

### **Marquette, Iowa**

Effigy Mounds National Monument has within its 2-square mile area 191 known prehistoric mounds preserved. The Visitor Center includes displays of local Woodland and Mississippian cultures, artifacts, and a herbarium. Riverboat casino gambling on the Miss Marquette Riverboat Casino and Resort.





### **McGregor, Iowa**

Stroll down the Main Street charmed by late 19th century architecture and stay in a restored Bed and Breakfast Inn. Pikes Peak State Park offers spectacular views of the Mississippi.

### **Guttenberg, Iowa**

Boasts two scenic overlooks and a mile-long landscaped park along the river. A copy of the Guttenberg Bible is on display at the local newspaper. The city offers blocks of historic buildings.

## **DUBUQUE COUNTY**

### **Julien Dubuque, first white settler in Iowa**

Julien Dubuque, a French explorer settled in Dubuque in the late 1780s. He was taught how to mine for lead by the Native Americans and secured a claim on the land from the Spanish Land Grants in the 1790s. The land grant was the first and largest land grant given while Spain controlled the Louisiana Purchase.

### **Fenelon Square Elevator, Dubuque**

A prominent Dubuque banker trying to speed up his trip to and from work built the Fenelon Square elevator in 1882 into a bluff overlooking the Mississippi River. The elevator climbs 189 feet before stopping at Fenelon Place, a prestigious residential area in Dubuque. The builder of the Brooklyn Bridge produced the cable for the elevator and the inclined railway is one of only three such railways in the nation.

### **County Courthouse and Old Jail Gallery, Dubuque**

Both the County Courthouse and the Old Jail are listed on the National Register of Historic Places. The Courthouse was built in 1893 and boasts a beautiful golden dome. The neighboring jail was built in the Egyptian Revival Style, a rare building style.

### **Dubuque Welcome Center/Mississippi River Museum**

The Welcome Center, located in a newly renovated Diamond Jo Steamboat Line warehouse, offers Iowa tourist information as well as Iowa products in the gift shop. The Mississippi River Museum is made up of two different museums, located on the floors above the Welcome Center. The National Rivers Hall of Fame offers information about the Mississippi River and its history while the

**Iowa Great River Road**

Dubuque Heritage Museum gives the history of just the city. One floor in the warehouse is open for scenic views of both the river and the city. Now in progress is the American Rivers Project, a huge aquarium.

**Eagle Point Park, Dubuque**

This city park offers many scenic overlooks of both the Mississippi River and Lock and Dam 11 as well as the historic Cathedral Square Historic District.

**Mines of Spain State Recreation Area/ E.B. Lyons Nature Center**

The Mesquakie Indian Tribe originally mined lead from an area on the Mississippi River and taught Julien Dubuque how to work the mines when he settled the area in the 1780s. Dubuque secured the land during the period when the Spanish controlled the Louisiana Purchase, and called the area the Mines of Spain. Today, the area is listed on the National Register of Historic Places, is a National Landmark, is designated as a Watchable Wildlife Area, is a National Wildlife Federation Nature Area, and contains a 600-acre nature preserve. As a State Park, the area offers a variety of recreation opportunities, including, hunting, an extensive trail system, bird and animal watching, and a nature center. The area is made up of a variety of natural geologic formations and is a refuge for unique plant communities and rare wildlife species. The area also houses a great deal of Iowa history, with Native American mounds, village sites, and mine ruins. Dubuque was buried at the mines, and a monument was built in his honor in 1897.

**Lock and Dam 11, Dubuque****Dubuque, Iowa**

Attractions include the Dubuque Greyhound Park & Casino, Mississippi River Museum, National Rivers Hall of Fame, Mathias Ham House Museum, Cable Car Square, and Fenelon Place Elevator - the world's shortest and steepest scenic railway. Other attractions are the General Zebulon Pike Lock and Dam, Spirit of Dubuque riverboat, Eagle Point Park, Crystal Lake Cave, Sundown Ski Area, and the Dubuque Arboretum Botanical Gardens. The area also offers riverboat gaming.



## JACKSON COUNTY

### **Riverview Park, Bellevue**

This city park runs nearly the length of Bellevue and offers many recreational as well as social activities. The park has many scenic overlooks and an unobstructed view of the Mississippi both north and south.

### **Lock and Dam 12**

Lock and Dam 12, located just north of Bellevue, welcomes visitors to watch all the exciting river activities centered around a dam system. The dam also provides a great bird watching area.

### **Green Island State Wildlife Refuge**

This 3,500-acre waterfowl refuge is made up of wilderness lakes and Mississippi backwaters. Some recreational activities are allowed in the refuge, including canoeing, camping, cross-country skiing, and many beautiful scenic overlooks.

### **Bellevue State Park, Dyas Unit and Nelson Unit**

This state park is divided into two units, the Dyas and the Nelson. The Dyas Unit has extensive recreation facilities, including a nine-mile trail, a self guided nature trail, scenic overlooks, and camping sites. The Nelson Unit is located atop a 300' bluff overlooking the river valley and Lock and Dam #12. This park houses the largest butterfly garden in Iowa as well as a nature center, Indian mounds, and a trail system.

### **Historic Outdoor Way of the Cross, St. Donatus**

Built in 1861, St. Donatus' Way of the Cross is the oldest in the United States. Fourteen stations, all marked with wayside chapels, wind switchback style up Calvary Hill to the Pieta Chapel, modeled after a Luxembourg chapel, at the top.

### **Bellevue, Iowa**

Catch a view of the Mississippi from the Bellevue State Park located on the bluffs south of town.

## CLINTON COUNTY

### **Drive from Clinton to Comanche**

**Iowa Great River Road**

This drive along the Great River Road is most notable for its distinctive low-lying topography. This is one of the only places along the Mississippi where there are no bluffs, which makes viewing the river very easy.

**Lock and Dam 13 across the river from Clinton in Fullton, IL****Clinton, Iowa**

Visit Eagle Point Nature Center, Bickelhaupt Arboretum, City of Clinton Showboat Theater, Clinton Art Association Gallery, Clinton County Historical Museum, Van Allen Building, and Mississippi Belle II Riverboat Casino.

**SCOTT COUNTY****Scenic drive from Princeton to Le Claire**

Natural rock gardens and open sparkling water makes this portion of the Great River Road spectacular. The river never freezes in this area (because of the Cordova nuclear power plant across the river) and attracts waterfowl all year long.

**Scott County Park**

This 1300-acre park has many types of recreation including cross-country skiing, hiking and bridle trails, camping, swimming, fishing, and a nature center. In addition, the park houses the Walnut Grove pioneer village which includes a depot, blacksmith shop, general store, long cabin and many other village buildings.

**Lock and Dam 14, Le Claire**

This Lock and Dam boasts a great view of American bald eagles during the winter months. They are easily viewed from the observation deck.

**Lock and Dam 15, Army Corp of Engineers Visitor Center**

The newest visitor center for the Army Corp allows the public the opportunity to see Lock and Dam 15 in progress from the observation deck. The center's museum tells Mississippi River Valley history in addition to providing lock and dam working models.

**Le Claire, Iowa**



The Buffalo Bill Museum, a memorial to pioneers and steamboats, is a favorite stopping point for travelers. Nearby is the Mississippi Valley Welcome Center with state and local visitor information.

### **Davenport / Bettendorf , Iowa**

Part of the Quad Cities metropolitan area. The Putnam Museum, Bettendorf Museum, and Davenport Museum of Art contain exhibits of local, regional, and river history. Other attractions include the Village of East Davenport, Arsenal Island, Col. Davenport Home, and the Bix Beiderbecke Festival. Riverboat casino gambling is available on the Luck Lady and the President Riverboat Casino.

## **MUSCATINE COUNTY**

### **Mark Twain Overlook, Muscatine**

This overlook contains many scenic views of the Mississippi River, Lock and Dam 16, and the boat harbor. The overlook has a historical marker and written information on the Great River Road.

### **Pearl Button Museum, Muscatine**

A German immigrant in Muscatine noticed the large amount of mussels in the Mississippi River and started the pearl button industry. By 1890, Muscatine was known as the pearl button capital in the world, with 43 different button businesses. Most of the button machinery was designed and developed in Muscatine. The Pearl Button Museum displays a collection of memorabilia from this time period.

### **Lock and Dam 16, Muscatine**

The observation deck on this dam shows onlookers an up-close view of a working lock and dam system. Tours of the lock and dam are given each week.

### **Wildcat's Den State Park**

This state park protects the first Muscatine County town. The gristmill, built by Benjamin Nye in 1848, is on the National Register of Historic Places. The town's school, church, and cemetery surround the mill. Wildcat's Den has an extensive trail system, weaving through a variety of terrain. The bluffs and rock outcroppings provide great views to all that use the park.



### **Fairport, Iowa**

Wild Cat Den State Park includes 100-foot cliffs, rock formations, a marina, and two large campsites. A mill built in 1850 by one of the first settlers has been restored. Located nearby is the "Shady Creek" campsite and boat launching area, Fairport Landing Marina and the Fairport Public Use Area.

### **Muscatine, Iowa**

Muscatine Art Center, located in a 1908 Edwardian mansion, features an Estey player pipe organ, Regina music boxes, and American and European paintings and prints. Adjacent Stanley Gallery offers changing exhibits.

## **LOUISA COUNTY**

### **Toolesboro Indian Mounds National Historic Landmark**

The best known of all prehistoric burial mound cultures is the Hopewellian Mound Builders of the Middle Woodland Period (200B.C. to 400A.D.). This culture left extensive mounds and indoor dioramas in the Toolesboro area and today is a National Historic Landmark.

### **Mark Twain National Wildlife Refuge**

This wildlife refuge is divided into three different areas, the Big Timber Division, Horseshoe bend, and the Louisa Division and totals over 9,000 acres of marsh, grassland, bottomland forest, and open water. Hiking, fishing, and hunting are major recreational activities as well as several boat ramps to the Mississippi River and Lake Odessa.

### **Lock and Dam 17, rural Louisa County**

### **Toolesboro, Iowa**

A preserve, which overlooks Lake Odessa, contains 2 conical ceremonial burial mounds on the bluffs overlooking the Iowa River. A Visitor Centre is located on a site overlooking the spot where Joliet and Marquette beached their canoes in 1673.

## **DES MOINES COUNTY**

### **Snake Alley, Burlington**

Snake Alley, located on the south side of Heritage Hill Historic District, offers a more direct route between the town business district and homes located on the hill. The street consists of five half curves and two quarter curves over a

## Iowa Great River Road



distance of 275 feet, rising 58.3 feet and is considered the crookedest street in the world. The paving bricks are laid narrow edge up, each a little higher than the one before to provide extra traction for horses.

**Starr's Cave Nature Center and Preserve**

Starr's Cave, an undeveloped limestone cave, sits on a 140 acre forested park with many hiking trails. The nature center offers natural history information and a petting zoo for animal observation.

**Burlington, Iowa**

Snake Alley consists of half-curves and quarter-curves, descending over a distance of 275 feet. The homes bordering the alley were built during 1856.

**LEE COUNTY****Lock and Dam 19, Keokuk**

Lock and Dam 19 is the highest "step" in the stairway of locks and dams along the Mississippi. The pool created behind the dam, Lake Cooper, is the largest pool in the series of dams with 240 miles of shoreline. The lock is 1200 feet long, large enough to handle a full-length fleet of barges. This dam, along with Lock and Dam 1 are the only used to produce electricity.

**One of largest wintering populations of bald eagles on the Mississippi, Keokuk**

The open water below Lock and Dam 19 attracts one of the largest wintering populations of bald eagles on the Mississippi River. The best visiting times to see these beautiful is between November and March in the early morning. Annual Bald Eagle appreciation days in mid-January have observation points set up to help onlookers.

**Fort Madison, Iowa**

Discover history in this picturesque city on the shores of the Mississippi River. Tour the North Lee County Historic Museum Complex, 1993 Flood Museum, or the reconstructed Old Fort Madison, originally built in 1808. Enjoy riverboat gambling aboard Catfish Bend Casino.

**Keokuk, Iowa**



## Iowa Great River Road



An old helical paddlewheel towboat, the George M. Verity, is berthed on the riverfront. It serves as a museum of upper Mississippi River history. One of the largest hydroelectric power stations and the longest lock on the upper Mississippi River are located in Keokuk. Overlooking the river is Rand Park with a monument dedicated to "Keokuk".

	A	B	C	D	E	F
1		Scenic	Natural	Historic	Archeological	Recreational
2	<b>ALLAMAKEE COUNTY</b>					
3	Mt. Hosmer City Park, Lansing	1A				1
4	Wexford Church and Cemeteries (1848), Lansing			1		
5	Harper's Ferry is built upon a concentrated area of Native American Burial Mounds			1	1	
6	Native American Burial Mounds visible in Harper's Ferry City Park			1	1	
7	Sandy Point Cemetery (1859), Harper's Ferry			1		
8	Harper's Ferry Great Group – 895 mounds in archeological study in 1892			1	1	
9	Harper's Ferry Port – important during the Mississippi River steamboat trade			1		
10						
11	Mississippi River backwaters near Harper's Ferry (maze of sloughs, islands, marshes)	1A	1			1
12	Barge Hall Lake					
13	Gun Lake					
14	Hog Slough					
15	Pigeon Slough					
16	Sleeping Pond					
17	White Rat Island					
18	Jug Handle Slough					
19						
20	Yellow River Forest State Recreation Area	1A	1			1
21	Yellow River	1	1			1
22	Fish Mounds State Preserve	1	1			
23	Effigy Mounds National Monument	1			1A	
24	Upper Mississippi River National Wildlife and Fish Refuge	1A	1A			1
25	Mississippi River Flyway	1A	1A			1
26	Paint Creek/ Paint Rock (INHF)	1	1			
27	Jones Walnut Woods (INHF), Lansing	1	1			
28	Fisherman Parkway/ river access (DNR), Lansing	1	1			1
29	Harper's Slough Public Use, Harper's Ferry	1				1
30	Nobles Island Public Use/ artesian well, Harper's Ferry	1				1
31	Harper's Ferry Bluffview, Harper's Ferry	1A				
32	Black Hawk Point (DNR)	1	1			
33	Interstate Power Fishing/ river access					1
34	Lansing Wildlife (DNR)		1			1
35	Mud Hen Lake (DNR)		1			1
36						

	A	B	C	D	E	F
37	5 National Register of Historic Places			1		
38	Kerndt G. and Brothers Elevator and Warehouses, Lansing					
39	Kerndt G. and Brothers Office Block, Lansing					
40	Lansing Fisheries Building, Lansing					
41	Lansing Stone School, Lansing					
42	Old Allamakee County Courthouse, Lansing					
43						
44	<b>CLAYTON COUNTY</b>					
45	Railroad Bridge across Mississippi to McGregor – first and largest pontoon bridge	1		1		
46	Guttenberg Welcome Center, Lock and Dam 10	1A		1		
47	Riverview Park, mile long river walk, Guttenberg	1				
48	Lockmaster's House Heritage Museum, Guttenberg			1		1
49	Diamond Jo Warehouse, Guttenberg			1		
50	Old Brewery Art Gallery and Bed and Breakfast, Guttenberg			1		
51						
52	Upper Mississippi River National Wildlife and Fish Refuge Visitor's Center	1	1A			1
53	Upper Mississippi River Fisheries Management Station and Aquarium					1
54	Pike's Peak State Park	1A	1			1
55	Spook Cave	1	1			
56	Turkey River Mounds State Preserve	1	1			
57	Great River Road Lineal Mounds (INHF)					1
58	Turkey River Tract (INHF)		1			
59	Adams Mill Hollow (INHF)		1	1		
60	River Bluff's Scenic Byway	1				1
61	Clayton-Mississippi River Access	1	1			1
62	French Town Lake Access		1			1
63						
64	18 National Register of Historic Places			1		
65	American School of Wild Life Protection Historic District, McGregor					
66	Eckert House, Guttenberg					
67	Front Street (River Park Drive) Historic District, Guttenberg					
68	Fuerste House, Guttenberg					
69	Goedert Meat Market, McGregor					
70	Guttenberg Corn Canning Co., Guttenberg					
71	Guttenberg National Fish Hatchery and Aquarium Historic District, Guttenberg					
72	Guttenberg State Bank, Guttenberg					

	A	B	C	D	E	F
73	Kolker House, Guttenberg					
74	Matt-Bahls House, Guttenberg					
75	McClaine House, Guttenberg					
76	Moser Stone House, Guttenberg					
77	Nieland House, Guttenberg					
78	Parker House, Guttenberg					
79	Reynolds Joseph “Diamond Jo” Office Building and House, McGregor					
80	Stone Barn, Guttenberg					
81	Weber House, Guttenberg					
82	Wehmer House, Guttenberg					
83						
84	<b>DUBUQUE COUNTY</b>					
85	Julien Dubuque, first white settler in Iowa			1A		
86	Dubuque, first settlement in Iowa			1		
87	Diamond Jo steamboat line founded in Dubuque—one of largest packet companies			1		
88	Ice Harbor, Dubuque			1		
89	Woodward Riverboat Museum, Dubuque			1		
90	William Black Museum, Dubuque			1		
91	National Rivers Hall of Fame, Dubuque			1		
92	The Mathias Ham House Historic Site (1857), Dubuque			1		
93	Fenelon Square Elevator, Dubuque			1A		
94	Five Flags Theater, Dubuque			1		
95	Old Shot Tower, Dubuque			1		
96	Town Clock Tower (1873), Dubuque			1A		
97	County Courthouse and Old Jail Gallery, Dubuque			1		
98	Grand Opera House, Dubuque			1		
99	Dubuque Welcome Center/Mississippi River Museum			1A		
100	Cathedral Square/ St. Raphael Cathedral (1857), Dubuque			1		
101	St. Luke’s Methodist Church, Dubuque			1		
102	Riverside Park, Dubuque	1				1
103	Eagle Point Park, Dubuque	1A	1	1		1
104	The Heritage Trail	1				1
105	Dubuque Floodwall Trail	1				1
106	Lock and Dam #11	1A		1		
107						
108	Crystal Lake Cave	1	1			

	A	B	C	D	E	F
109	Finley's Landing	1				1
110	Heritage Pond					1
111	Little Maquoketa River Mounds State Preserve		1		1	
112	Massey Marina	1				1
113	Mines of Spain State Recreation Area/ E.B. Lyons Nature Center	1	1	1	1	1
114	Mud Lake Park					1
115	Faldorf/ Dockal Woods (INHF)	1	1			
116						
117	40 National Register of Historic Places			1		
118	St. Lukes Methodist Episcopal Church, Dubuque					
119	Andrew-Ryan House, Dubuque					
120	Bishop's Block, Dubuque					
121	Carnegie-Stout Public Library, Dubuque					
122	Cathedral Historic District, Dubuque					
123	Diamond Boat Store and Office, Dubuque					
124	Dubuque City Hall, Dubuque					
125	Dubuque County Courthouse, Dubuque					
126	Dubuque County Jail, Dubuque					
127	Dubuque Freight House, Dubuque					
128	Julien Dubuque Bridge, Dubuque					
129	Dubuque Trading Post – Village of Kettle Chief Archeological District, Dubuque					
130	Julien Monument, Dubuque					
131	Fenelon Place Elevator, Dubuque					
132	Garland House, Dubuque					
133	German House, Dubuque					
134	Haberkorn House and Farmstead, Sherrill					
135	Ham Mathias House, Dubuque					
136	Hancock Charles T. House, Dubuque					
137	Holland Ora House, Dubuque					
138	Hollenfelz House, Dubuque					
139	Jackson Park Historic District, Dubuque					
140	Johnson House and Barn, Dubuque					
141	Kelley House, Dubuque					
142	Langworthy House, Dubuque					
143	Loetscher House, Dubuque					
144	Loetscher T. Ben House, Dubuque					

	A	B	C	D	E	F
145	McMahon House, Dubuque					
146	Mines of Spain Area Rural Community Archeological District, Dubuque					
147	Mines of Spain Prehistoric District, Dubuque					
148	Old Chapel Hall, Dubuque					
149	Old Main Historic District, Dubuque					
150	Orpheum Theatre and Site, Dubuque					
151	Rath Johann Christian Frederick House, Dubuque					
152	Redstone , Dubuque					
153	Round Barn, Dubuque					
154	Shot Tower, Dubuque					
155	Thedinga J. H. House, Dubuque					
156	Washington Park, Dubuque					
157	William M. Black (dredge), Dubuque					
158						
159						
160	<b>JACKSON COUNTY</b>					
161	South Sabula Lakes Park and Campground	1				1
162	Jackson County Welcome Center					1
163	Riverview Park, Bellevue	1A				1
164	Lock and Dam #12	1A		1A		
165	Potter's Mill			1		
166	Spruce Creek Park					1
167	John Henry Weber Park					1
168	Fritz Chapel Historic Site			1		
169	Battle site of Tete-des-Morts Creek between Sac and Iowaye Souix			1		
170	The Gehlen House, St. Donatus			1		
171	The Gehlen Barn, St. Donatus			1		
172	St. Donatus Catholic Church, St. Donatus			1		
173	Historic Outdoor Way of the Cross, St. Donatus			1		
174	The Stone House (first boys' school in Iowa), St. Donatus			1		
175	Our Lady of the Mississippi Abbey			1		
176						
177	Green Island State Wildlife Refuge	1	1			1
178	Bellevue State Park, Dyas Unit	1	1			1
179	Pleasant Creek Federal Recreation Area	1	1			1
180	Duck Creek County Park					1

	A	B	C	D	E	F
181	Mill Creek County Park					1
182	Bellevue State Park, Nelson Unit	1A	1			1
183	Green Island Timber (INHF)		1			
184	Rickert Conservation Easement (INHF)		1			
185	Indian Mounds at Bellevue State Park	1			1	
186						
187	23 National Register of Historic Sites			1		
188	Bellevue Herald Building, Bellevue					
189	Big Mill Homestead, Bellevue					
190	Building at 101 North Riverview Street, Bellevue					
191	Building at 126 South Riverview Street, Bellevue					
192	Building at 130-132 North Riverview Street, Bellevue					
193	Building at 306 South Second Street, Bellevue					
194	Dominy John S. House, Sabula					
195	Dyas Hexagonal Barn, Bellevue					
196	Dyas George House, Bellevue					
197	Dyas William Barn, Bellevue					
198	Fritz Chapel, Bellevue					
199	Gehlen House and Barn, Donatus					
200	House at 505 Court Street, Bellevue					
201	Jackson County Courthouse, Bellevue					
202	Niemann Theodore House and Spring House, Bellevue					
203	Paradise Farm, Bellevue					
204	Potter's E. G. Jasper Flour Mill, Bellevue					
205	Robb House and Spring House, Bellevue					
206	Roling Henry House, Bellevue					
207	Savanna – Sabula Bridge, Sabula					
208	Spring Side, Bellevue					
209	Village of St. Donatus Historic District, Donatus					
210	Wood Jeremiah House, Sabula					
211						
212						
213	<b>CLINTON COUNTY</b>					
214	Clinton is one of the longest riverfront cities with 9 miles along the Mississippi River	1		1		1
215	Drive from Clinton to Comanche – one of few areas along river with no limestone bluffs	1A	1			
216	Bickelhaupt Arboretum, Clinton					1



	A	B	C	D	E	F
217	Clown Museum, Clinton			1		1
218	Curtis Mansion, Clinton			1		
219	Eagle Point Park and Nature Center, Clinton	1	1			1
220	Historical Society Museum, Clinton			1		
221	Riverview Park/ Recreational Trail, Clinton	1				1
222	Riverview Stadium, Clinton					1
223						
224	Follett Park					1
225	Rock Creek Park					1
226	Ben Martinsen Area					1
227	Hagenson Pond					1
228						
229	7 National Register of Historic Places			1		
230	Anthony Horace House, Camanche					
231	Castle Terrace Historic District, Clinton					
232	Clinton County Courthouse, Clinton					
233	Clinton Public Library, Clinton					
234	Curtis George M. House, Clinton					
235	First National Bank, South Clinton					
236	Van Allen Store, Clinton					
237						
238						
239	<b>SCOTT COUNTY</b>					
240	Le Claire sits at top of what used to be 14-mile long rapids (longest in world)	1	1			
241	Scenic drive from Princeton to Le Claire	1A				
242	Area described by Mark Twain, Le Claire			1		
243	Buffalo Bill Boyhood Home, Le Claire			1		
244	Buffalo Bill Museum, Le Claire			1		
245	Mississippi Valley Welcome Center, Le Claire	1				1
246	Lock and Dam 14, Le Claire			1		
247	Le Claire Park/ John O'Donnell Stadium, Le Claire					1
248	Fejervary Park, Davenport					1
249	Vander Veer Park and Conservatory, Davenport		1			1
250	Credit Island Park, Davenport					1
251	Quad Cities Bike Trails, Davenport					1
252	Lock and Dam 15, Army Corp of Engineers Visitor Center, Rock Island			1		

	A	B	C	D	E	F
253	19 Distinct Historic Districts			1		
254	Village of East Davenport, Davenport					
255	Bridge Street, Davenport					
256	Restored Home of Col. George Davenport, Davenport			1		
257	Putnam Museum, Davenport			1		
258	Family Museum, Davenport			1		1
259	Davenport Museum of Art, Davenport					1
260	Adler Theater, River Center, Davenport					1
261	National Cemetery, Davenport			1		
262	Metro Link Channel Cat River Taxi, Davenport to Galena					1
263	Quad Cities Sports Center, Davenport					1
264						
265	Buffalo Shores (Corp of Engineers river access)					1
266	Scott County Park		1			1A
267	Scott County Park Addition I (INHF)		1			
268	Scott County Park Addition II (INHF)		1			
269	Princeton Area (DNR)		1			1
270						
271	266 National Register of Historic Places			1		
272	266 Buildings and Historic Districts on the National Register including:					
273	Central Fire Station, Davenport					
274	Davenport City Hall, Davenport					
275	Scott County Jail, Davenport					
276	St. Luke's Hospital, Davenport					
277	Stone House, Le Claire					
278	Union Electric Telephone and Telegraph					
279	Union Savings Bank and Trust					
280						
281						
282	<b>MUSCATINE COUNTY</b>					
283	Drive between Montpelier and Muscatine - only area of road to be WPA project in 193	1		1		
284	Mississippi River bend at Muscatine – only place the river bends 90 degrees		1			
285	Mark Twain Overlook, Muscatine	1A				
286	Laura Musser House Museum and Muscatine Art Center			1		
287	Pearl Button Museum, Muscatine			1		
288	Lock and Dam 16, Muscatine	1A		1		

	A	B	C	D	E	F
289	Weed Park, Muscatine					1
290	Muscatine Island (Muscatine Muskmelons), Muscatine		1			
291	Wyoming Hill City Park, Muscatine					1
292	Riverfront Trail to Weed Park, Muscatine					1
293	Muscatine Discovery Center/ Nature Center, Muscatine		1			
294	Muscatine Soccer Complex, Muscatine					1
295						
296	Wildcat's Den State Park	1	1			1
297	Fairport State Park					1
298	Fairport Access/ River access					1
299	Shady Creek (Corp of Engineers)					1
300	Clark's Ferry Federal Recreation Area (Corp of Engineers)		1			1
301	Pike Run Wildlife Area (INHF)		1			
302	Mad Creek Greenbelt		1			1
303	Saulsbury Bridge Recreation Area					1
304	Buffalo Shore Access Area/ river access		1			1
305						
306	15 National Register of Historic Places			1		
307	Pine Mill Bridge, Muscatine					
308	Fay Pliny and Adelia House, Muscatine					
309	Bowman Livery Stable, Muscatine					
310	Clark-Blackwell House, Muscatine					
311	Clark Alexander House, Muscatine					
312	First Presbyterian Church, Muscatine					
313	Fuller W. Joseph House, Muscatine					
314	McKibben S. M. House, Muscatine					
315	Muscatine County Courthouse, Muscatine					
316	Old Jail, Muscatine					
317	Pine Creek Gristmill, Muscatine					
318	Sinnett Octagon House, Muscatine					
319	Trinity Episcopal Church, Muscatine					
320	Warde J. C. B. House, Muscatine					
321	Welch Apartments, Muscatine					
322						
323						
324	<b>LOUISA COUNTY</b>					

	A	B	C	D	E	F
325	Toolesboro Indian Mounds National Historic Landmark				1A	
326	Hopewellian Mound Builders of the Middle Woodland (200BC to AD 400)				1A	
327	Mark Twain National Wildlife Refuge	1A	1			1
328	Odessa Wildlife Area		1			
329	Flaming Prairie Park		1			1
330	Virginia Grove Recreation Park					1
331	Klum Lake (DNR)		1			1
332	Cappy Russell Access					1
333	Ferry Landing Park (Corp of Engineers)					1
334	Kilpeck Landing (Corp of Engineers)					1
335	Sand Run (DNR)					1
336	Schafer Access (DNR)					1
337	Snively Access					1
338	Toolesboro Access (DNR)					1
339						
340	2 National Register of Historic Places			1		
341	Florence-Council on the Iowa Site, Oakville					
342	Toolesboro Mound Group, Toolesboro					
343						
344						
345	<b>DES MOINES COUNTY</b>					
346	Port of Burlington Welcome Center, Burlington					1
347	The Old Copp House, Burlington			1		
348	Hawkeye Log Cabin, Burlington			1		
349	Rock Island Freight House, Burlington			1		
350	Chicago, Burlington, and Quincy Railroad, Burlington			1		
351	Burlington and Missouri River Railroad Passenger Station, Burlington			1		
352	The Apple Tree Museum, Burlington					1
353	Art for Living Center, Burlington					1
354	Starker-Leopold Museum/ Historic District, Burlington			1		
355	Herritage Hills Historic District, Burlington			1		
356	Seven Ponds Park, Burlington					1
357	Mosquito Park, Burlington					1
358	Crapo Park and Arboretum, Burlington					1
359	Dankwardt Park, Burlington					1
360	Cascade Ravine, Burlington					1

	A	B	C	D	E	F
361	Snake Alley, Burlington			1A		
362						
363	Geode State Park	1	1			1
364	Starr's Cave Nature Center and Preserve		1			1
365	Grandpa Bill's Farm					1
366	Grave of Chief Tama			1		
367	Allen Green Refuge (DNR)		1			1
368	Black Hawk Bottoms (DNR)		1			1
369	Huron Island		1			
370	Sullivan Slough Mississippi River Access		1			1
371	Casey Barrow Landing					
372	Tama Beach Access					1
373	Edgewater Beach Access					1
374	Hawkeye Dolbee Access					1
375						
376	23 National Register of Historic Places			1		
377	Burlington and Missouri River Railroad Passenger Station, Burlington					
378	Burlington Public Library, Burlington					
379	Burlington Cedar Rapids and Northern Freight House, Burlington					
380	Cascade Bridge, Burlington					
381	Church of St. John the Baptist, Burlington					
382	Crapo Park and Arboretum Historic District, Burlington					
383	Darwin Mary House, Burlington					
384	Dodge Augustus Caesar House, Burlington					
385	First Congregational Church, Burlington					
386	Flint River Bridge, Burlington					
387	Forney James M. House, Burlington					
388	German Methodist Episcopal Church, Burlington					
389	Hedge Block, Burlington					
390	Heritage Hill Historic District, Burlington					
391	Hotel Burlington, Burlington					
392	Jagger-Churchill House, Burlington					
393	Schramm Building, Burlington					
394	Snake Alley, Burlington					
395	Snake Alley Historic District, Burlington					
396	Starker-Leopold Historic District, Burlington					

	A	B	C	D	E	F
397	The Capitol Theater, Burlington					
398	Union Hotel, Burlington					
399	West Jefferson Street Historic District, Burlington					
400						
401						
402	<b>LEE COUNTY</b>					
403	The Lone Chimney Monument, Ft. Madison			1		
404	Grave of Chief Keokuk, Keokuk			1		
405	Iowa State Penitentiary (oldest prison west of Mississippi River), Ft. Madison			1		
406	The Santa Fe Bridge, Ft. Madison			1		
407	Small Boat Harbor, Ft. Madison					1
408	Old Ft. Madison Replica, Ft. Madison			1		
409	St. John's Episcopal Church, Keokuk			1		
410	Hamilton-Keokuk Swingspan Bridge Observation Deck, Keokuk	1				
411	Union Power Plant and Dam, Keokuk			1		
412	US National Cemetery, Keokuk			1		
413	Santa Fe Historic District, Ft. Madison			1		
414	Galland School (first schoolhouse in Iowa)			1		
415	George M. Verity Riverboat Museum, Keokuk			1		
416	Mark Twain Center, Keokuk			1		
417	River Museum, Ft. Madison			1		
418	Ft. Madison Visitor Center, Ft. Madison					1
419	Miller House Museum, Keokuk			1		
420	Lock and Dam 19 Hydroelectric Plant			1		
421	Lock and Dam 19, Keokuk	1A		1		
422	Mississippi Pool 19 (Lake Cooper), Keokuk			1		
423						
424	One of largest wintering populations of bald eagles on the Mississippi, Keokuk	1A	1			1
425	Rand Park, Keokuk					1
426	River Park, Ft. Madison					1
427	Riverview Park, Ft. Madison					1
428	Burk's Run Wildlife Area (DNR)		1			
429	Linger Longer Rest Area					1
430	Green Bay Access					1
431	Indian Path Park					1
432	Ortho Boat Ramp					1

	A	B	C	D	E	F
433	Sunken River Access					1
434	Victory Park					1
435						
436	25 National Register of Historic Places			1		
437	Curtis Gen. Samuel R. House, Keokuk					
438	Albright House, Ft. Madison					
439	Atchison Topeka and Santa Fe Passenger and Freight Complex					
440	Historic District, Ft. Madison					
441	Beck Chief Justice Joseph M. House, Ft. Madison					
442	Belknap Gen. William Worth House, Keokuk					
443	Cattermole Memorial Library, Ft. Madison					
444	Ft. Madison Bridge, Ft. Madison					
445	Geo M. Verity Keokuk River Museum, Keokuk					
446	Harrison E.H. House, Keokuk					
447	Hotel Iowa, Keokuk					
448	Iowa State Penitentiary Cellhouses Historic District, Ft. Madison					
449	Joy C. R. House, Keokuk					
450	Keokuk Lock and Dam, Keokuk					
451	Keokuk National Cemetary, Keokuk					
452	Keokuk Union Depot, Keokuk					
453	Lee County Courthouse, Ft. Madison					
454	Miller Justice Samuel Freeman House, Keokuk					
455	Moyce – Steffens House, Ft. Madison					
456	Old Fort Madison Site, Ft. Madison					
457	Sample Hugh W. and Sarah House, Keokuk					
458	Schlapp George E. House, Ft. Madison					
459	Sheaffer Craig and Virginia House, Ft. Madison					
460	St. Mary of the Assumption Church, Ft. Madison					
461	St. John's Episcopal Church and Parish Hall, Keokuk					

[FHWA Docket No. 95-15]

### National Scenic Byways Program

**AGENCY:** Federal Highway Administration (FHWA), DOT.

**ACTION:** Notice of FHWA interim policy.

**SUMMARY:** In response to the Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA) mandate to establish a national scenic byways program, the FHWA announces its interim policy for the National Scenic Byways Program. This interim policy sets forth the criteria for the designation of roads as National Scenic Byways or All-American Roads based upon their scenic, historic, recreational, cultural, archeological, and/or natural intrinsic qualities.

**DATES:** Comments must be received on or before July 17, 1995.

**ADDRESSES:** Submit written, signed comments to FHWA Docket No. 95-15, Federal Highway Administration Room 4232, HCC-10, Office of the Chief Counsel, 400 Seventh Street, SW., Washington, D.C. 20590. All comments received will be available for examination at the above address between 8:30 a.m. and 3:30 p.m., e.t., Monday through Friday, except Federal holidays.

**FOR FURTHER INFORMATION CONTACT:** Mr. Eugene Johnson, Intermodal Division, Office of Environment and Planning, HEP-50, (202) 366-2071; or Mr. Robert Black, Attorney, Office of Chief Counsel, HCC-31, (202) 366-1359. The address is Federal Highway Administration, 400 Seventh Street, SW., Washington, D.C. 20590. Office hours are from 7:45 a.m. to 4:15 p.m., e.t., Monday through Friday, except Federal holidays.

**SUPPLEMENTARY INFORMATION:** Beginning as early as 1966, the FHWA has participated in several studies relating to establishing national scenic byways programs. The most recent study was completed in 1991 and was conducted in response to a request in the 1990 Department of Transportation Appropriations Act. This study included recommendations for establishing a national scenic byways program, including recommended techniques for maintaining and enhancing the scenic, recreational, and historic qualities associated with each byway. The ISTEA incorporated many of the recommendations from this study and called for the establishment of a national scenic byways program. Section 1047 of the ISTEA, Pub. L. 102-240, 105 Stat. 1914, set up an advisory committee to assist the Secretary of Transportation in establishing a national scenic byways program. The advisory committee was composed of seventeen

members: the designee of the Administrator of the FHWA; appointees from the U. S. Forest Service, the National Park Service, the Bureau of Land Management, the Bureau of Indian Affairs, and the U.S. Travel and Tourism Administration of the Department of Commerce; and individuals representing the interests of the recreational users of scenic byways, conservationists, the tourism industry, historic preservationists, highway users, State and local highway and transportation officials, the motoring public, scenic preservationists, the outdoor advertising industry, and the planning professions. The advisory committee was charged with developing minimum criteria for designating highways as scenic byways or all-American roads for purposes of a national scenic byways system. After meeting four times, the advisory committee produced a report that made recommendations on all the facets of a national scenic byway program. The National Scenic Byway Program outlined in this notice follows those recommendations.

The FHWA has awarded grants to States for scenic byway projects under the interim scenic byways program established by ISTEA. The grant funds for the interim program ran out in fiscal year 1994. This notice specifies the type of projects eligible for funding and lists the funding priority for providing grants to the States under the National Scenic Byways Program.

Through this notice, the FHWA is establishing the interim policy for the National Scenic Byways Program. This interim policy sets forth the criteria for the designation of roads as National Scenic Byways or All-American Roads based upon their scenic, historic, recreational, cultural, archeological, and/or natural intrinsic qualities. To be designated as a National Scenic Byway, a road must significantly meet criteria for at least one of the above six intrinsic qualities. For the All-American Roads designation, criteria must be met for multiple intrinsic qualities. Anyone may nominate a road for National Scenic Byway or All-American Road status, but the nomination must be submitted through a State's identified scenic byway agency and include a corridor management plan designed to protect the unique qualities of a scenic byway. The FHWA solicits comments on any part of the policy.

The National Scenic Byways Policy is as follows:

#### 1. Applicability

The policy and procedures of this document apply to any State or Federal

agency electing to participate in the National Scenic Byways Program by seeking to have a road or highway designated as a National Scenic Byway or an All-American Road and for any State seeking funds for eligible scenic byways projects. Participation in the national program shall be entirely voluntary.

#### 2. Definitions

a. *Corridor* means the road or highway right-of-way and the adjacent area that is visible from and extending along the highway. The distance the corridor extends from the highway could vary with the different intrinsic qualities.

b. *Corridor Management Plan* means a written document that specifies the actions, procedures, controls, operational practices, and administrative strategies to maintain the scenic, historic, recreational, cultural, archeological, and natural qualities of the scenic byway.

c. *Federal Agency* means the U.S. Forest Service, Bureau of Land Management, National Park Service, and the Bureau of Indian Affairs, and their scenic byways programs.

d. *Federal Agency Scenic Byway* means a road or highway located on lands under Federal ownership which has been officially designated by the responsible Federal agency as a scenic byway for its scenic, historic, recreational, cultural, archeological, or natural qualities.

e. *Intrinsic Quality* means scenic, historic, recreational, cultural, archeological, or natural features that are considered representative, unique, irreplaceable, or distinctly characteristic of an area.

f. *Local Commitment* means assurance provided by communities along the scenic byway that they will undertake actions, such as zoning and other protective measures, to preserve the scenic, historic, recreational, cultural, archeological, and natural integrity of the scenic byway and the adjacent area as identified in the corridor management plan.

g. *Regional Significance* means characteristics that are representative of a geographic area encompassing two or more States.

h. *Scenic Byways Agency* means the Board, Commission, Bureau, Department, Office, etc., that has the responsibility for administering the State's scenic byways program activities. Unless otherwise designated, FHWA will assume that the State Scenic Byways Agency is the State Department of Transportation or State highway agency as recognized in the



administration of title 23, United States Code.

i. *Scenic Byway* means a public road having special scenic, historic, recreational, cultural, archeological, and/or natural qualities that have been recognized as such through legislation or some other official declaration. The terms "road" and "highway" are synonymous. They are not meant to define higher or lower functional classifications or wider or narrower cross-sections. Moreover, the terms State Scenic Byway, National Scenic Byway, or All-American Road refer not only to the road or highway itself but also to the corridor through which it passes.

j. *State Scenic Byway* means a road or highway under State, Federal, or local ownership that has been designated by the State through legislation or some other official declaration for its scenic, historic, recreational, cultural, archeological, or natural qualities. An Official Declaration is an action taken by a Governor or that of an individual, board, committee, or political subdivision acting with granted authority on behalf of the State.

### 3. Requirements

a. Any highway or road submitted for designation under the National Scenic Byways Program by State or Federal agencies should be designated as a State scenic byway. However, roads that meet all criteria and requirements for National designation but not State or Federal agencies' designation criteria may be considered for national designation on a case-by-case basis. Any road nominated for the National Scenic Byway or All-American Road designation will be considered to be a designated State scenic byway.

b. A road or highway must safely and conveniently accommodate two-wheel-drive automobiles with standard clearances to be considered for designation as a National Scenic Byway or an All-American Road.

c. Roads or highways considered for National Scenic Byways and All-American Roads designations should accommodate, wherever feasible, bicycle and pedestrian travel.

d. To be considered for the All-American Roads designation, roads or highways should safely accommodate conventional tour buses.

e. A scenic byways corridor management plan, prepared in accordance with Paragraph 9 of this policy, must be submitted in order for any road or highway to be considered for the National Scenic Byway of All-American Road designation.

f. For All-American Roads, there must be a demonstration of the extent to which enforcement mechanisms are being implemented by communities along the highway in accordance with the corridor management plan.

g. Before a road or highway is nominated for designation as an All-American Road, user facilities (e.g. overlooks, food services, etc.) should be available for travelers.

h. An important criteria for both National Scenic Byways and All-American Roads is continuity. Neither should have too many gaps but rather should be as continuous as possible and should minimize intrusions on the visitor's experience.

### 4. Nomination Process

a. A nomination process will be used as the means by which roads or highways may be recognized for their intrinsic qualities and designated as National Scenic Byways or as All-American Roads. All nominations for National Scenic Byways or All-American Roads must be submitted by the State Scenic Byways Agency (SSBA) to the FHWA. The States will receive written notification of the time period for submitting nominations for designation consideration.

b. Nominations may originate from any local government, including Indian tribal governments, or any private group or individual.

c. Nominations to the program of byways on public lands may originate from the U.S. Forest Service, the National Park Service, the Bureau of Land Management, or the Bureau of Indian Affairs, but must also come through the SSBA, with the State's concurrence.

d. A two-step process may be used for nominations originating with local sponsors to help alleviate unnecessary documentation, time, and expense.

The first step is for local sponsors to submit to the SSBA the documentation necessary for the State to determine if the scenic byway possesses intrinsic qualities sufficient to merit its nomination as a National Scenic Byway or an All-American Road.

The second step is for the remainder of the nomination package to be submitted once the State has determined that the byway is appropriate for nomination.

e. A corridor management plan, prepared in accordance with Paragraph 9 of this policy, must be included as part of all nominations made to the FHWA for National Scenic Byways or All-American Roads designations. The corridor management plan is not required for the preliminary intrinsic

quality evaluation identified above in paragraph 4d.

f. A single application may be used by a State to seek the designation of a nominated highway as either a National Scenic Byway, an All-American Road, or as both. A highway nominated for, but failing to meet, the requirements for All-American Road designation will automatically be considered for designation as a National Scenic Byway unless the State requests otherwise.

### 5. Designation Process

a. Designations of National Scenic Byways and All-American Roads shall be made by the Secretary of Transportation after consultation with the Departments of the Interior, Agriculture, and Commerce, as appropriate.

b. A panel consisting of six to eight experts, designated by FHWA and reflecting a cross-section of the scenic byways community of interests (including experts on intrinsic qualities, tourism, and economic development), may assist in the review of highways nominated as National Scenic Byways and All-American Roads.

### 6. Designation Criteria

#### a. National Scenic Byways Criteria

To be designated as a National Scenic Byway, a road or highway must significantly meet at least one of the six scenic byways intrinsic qualities discussed below.

The characteristics associated with the intrinsic qualities are those that are distinct and most representative of the region. The significance of the features contributing to the distinctive characteristics of the corridor's intrinsic quality are recognized throughout the region.

#### b. All-American Road Criteria

In order to be designated as an All-American Road, the road or highway must meet the criteria for at least two of the intrinsic qualities. The road or highway must also be considered a destination unto itself. To be recognized as such, it must provide an exceptional traveling experience that is so recognized by travelers that they would make a drive along the highway a primary reason for their trip.

The characteristics associated with the intrinsic qualities are those which best represent the nation and which may contain one-of-a-kind features that do not exist elsewhere. The significance of the features contributing to the distinctive characteristics of the corridor's intrinsic quality are recognized nationally.

## 7. Intrinsic Qualities

The six intrinsic qualities are:

a. *Scenic Quality* is the heightened visual experience derived from the view of natural and manmade elements of the visual environment of the scenic byway corridor. The characteristics of the landscape are strikingly distinct and offer a pleasing and most memorable visual experience. All elements of the landscape—landform, water, vegetation, and manmade development—contribute to the quality of the corridor's visual environment. Everything present is in harmony and shares in the intrinsic qualities.

b. *Natural Quality* applies to those features in the visual environment that are in a relatively undisturbed state. These features predate the arrival of human populations and may include geological formations, fossils, landform, water bodies, vegetation, and wildlife. There may be evidence of human activity, but the natural features reveal minimal disturbances.

c. *Historic Quality* encompasses legacies of the past that are distinctly associated with physical elements of the landscape, whether natural or manmade, that are of such historic significance that they educate the viewer and stir an appreciation for the past. The historic elements reflect the actions of people and may include buildings, settlement patterns, and other examples of human activity. Historic features can be inventoried, mapped, and interpreted. They possess integrity of location, design, setting, material, workmanship, feeling, and association.

d. *Cultural Quality* is evidence and expressions of the customs or traditions of a distinct group of people. Cultural features including, but not limited to, crafts, music, dance, rituals, festivals, speech, food, special events, vernacular architecture, etc., are currently practiced. The cultural qualities of the corridor could highlight one or more significant communities and/or ethnic traditions.

e. *Archeological Quality* involves those characteristics of the scenic byways corridor that are physical evidence of historic or prehistoric human life or activity that are visible and capable of being inventoried and interpreted. The scenic byway corridor's archeological interest, as identified through ruins, artifacts, structural remains, and other physical evidence have scientific significance that educate the viewer and stir an appreciation for the past.

f. *Recreational Quality* involves outdoor recreational activities directly association with and dependent upon

the natural and cultural elements of the corridor's landscape. The recreational activities provide opportunities for active and passive recreational experiences. They include, but are not limited to, downhill skiing, rafting, boating, fishing, and hiking. Driving the road itself may qualify as a pleasurable recreational experience. The recreational activities may be seasonal, but the quality and importance of the recreational activities as seasonal operations must be well recognized.

## 8. De-Designation Process

a. The Secretary of Transportation may de-designate any roads or highways designated as National Scenic Byways or All-American Roads if they no longer possess the intrinsic qualities nor meet the criteria which supported their designation.

b. A road or highway will be considered for de-designation when it is determined that the local and/or State commitments described in a corridor management plan have not been met sufficiently to retain an adequate level of intrinsic quality to merit designation.

c. When a byway has been designated for more than one intrinsic quality, the diminishment of any one of the qualities could result in de-designation of the byway as a National Scenic Byway or All-American Road.

d. It shall be the State's responsibility to assure that the intrinsic qualities of the National Scenic Byways and All-American Roads are being properly maintained in accordance with the corridor management plan.

e. When it is determined that the intrinsic qualities of a National Scenic Byway or All-American Road have not been maintained sufficiently to retain its designation, the State and/or Federal agency will be notified of such finding and allowed 90 days for corrective actions before the Secretary may begin formal de-designation.

## 9. Corridor Management Plans

a. A corridor management plan, developed with community involvement, must be prepared for the scenic byway corridor proposed for national designation. It should provide for the conservation and enhancement of the byway's intrinsic qualities as well as the promotion of tourism and economic development. The plan should provide an effective management strategy to balance these concerns while providing for the users' enjoyment of the byway. The corridor management plan is very important to the designation process, as it provides an understanding of how a road or highway possesses characteristics vital for

designation as a National Scenic Byway or an All-American Road. The corridor management plan must include at least the following:

(1) A map identifying the corridor boundaries and the location of intrinsic qualities and different land uses within the corridor.

(2) An assessment of such intrinsic qualities and of their context.

(3) A strategy for maintaining and enhancing those intrinsic qualities. The level of protection for different parts of a National Scenic Byway or All-American Road can vary, with the highest level of protection afforded those parts which most reflect their intrinsic values. All nationally recognized scenic byways should, however, be maintained with particularly high standards, not only for travelers' safety and comfort, but also for preserving the highest levels of visual integrity and attractiveness.

(4) A schedule and a listing of all agency, group, and individual responsibilities in the implementation of the corridor management plan, and a description of enforcement and review mechanisms, including a schedule for the continuing review of how well those responsibilities are being met.

(5) A strategy describing how existing development might be enhanced and new development might be accommodated while still preserving the intrinsic qualities of the corridor. This can be done through design review, and such land management techniques as zoning, easements, and economic incentives.

(6) A plan to assure on-going public participation in the implementation of corridor management objectives.

(7) A general review of the road's or highway's safety and accident record to identify any correctable faults in highway design, maintenance, or operation.

(8) A plan to accommodate commerce while maintaining a safe and efficient level of highway service, including convenient user facilities.

(9) A demonstration that intrusions on the visitor experience have been minimized to the extent feasible, and a plan for making improvements to enhance that experience.

(10) A demonstration of compliance with all existing local, State, and Federal laws on the control of outdoor advertising.

(11) A signage plan that demonstrates how the State will insure and make the number and placement of signs more supportive of the visitor experience.

(12) A narrative describing how the National Scenic Byway will be positioned for marketing.

(13) A discussion of design standards relating to any proposed modification of the roadway. This discussion should include an evaluation of how the proposed changes may affect on the intrinsic qualities of the byway corridor.

(14) A description of plans to interpret the significant resources of the scenic byway.

b. In addition to the information identified in Paragraph 9a above, corridor management plans for All-American Roads must include:

(1) A narrative on how the All-American Road would be promoted, interpreted, and marketed in order to attract travelers, especially those from other countries. The agencies responsible for these activities should be identified.

(2) A plan to encourage the accommodation of increased tourism, if this is projected. Some demonstration that the roadway, lodging and dining facilities, roadside rest areas, and other tourist necessities will be adequate for the number of visitors induced by the byway's designation as an All-American Road.

(3) A plan for addressing multi-lingual information needs.

Further, there must be a demonstration of the extent to which enforcement mechanisms are being implemented in accordance with the corridor management plan.

#### 10. Funding

a. Funds are available to the States through a grant application process to undertake eligible projects, as identified below in Paragraph 10c, for the purpose of:

(1) Planning, designing, and developing State scenic byways programs, including the development of corridor management plans.

(2) Developing State and Federal agencies' designated scenic byways to make them eligible for designation as National Scenic Byways or All-American Roads.

(3) Enhancing or improving designated National Scenic Byways or All-American Roads.

b. The State highway agency (SHA) shall be responsible for the submission of grant requests to the FHWA. If the SHA is not the identified scenic byways agency, all grant requests must be forwarded from that agency to the SHA for submission to FHWA.

#### c. Eligible Projects

The following project activities are eligible for scenic byways grants:

(1) *Planning, design, and development of State scenic byway programs.*

This scenic byways activity would normally apply to those States that are

about to establish or they are in the early development of their scenic byways programs. All related project activities must yield information and/or provide related work that would impact on the Statewide scenic byways program.

(2) *Making safety improvements to a highway designated as a scenic byway to the extent such improvements are necessary to accommodate increased traffic and changes in the types of vehicles using the highway, due to such designation.*

Safety improvements are restricted to the highway that has been designated as a scenic byway and must be the direct result of increased traffic and/or changes in the types of vehicles using the highway. The safety improvements are only considered eligible when they arise as a result of designation of the highway as a scenic byway. Any safety deficiencies that existed prior to designation of the highway as a scenic byway are not eligible for funding considerations.

(3) *Construction along the scenic byway of facilities for the use of pedestrians and bicyclists, rest areas, turnouts, highway shoulder improvements, passing lanes, overlooks, and interpretive facilities.*

All the related facilities in this category must be constructed within or immediately adjacent to the right-of-way of the scenic byway. The facilities must also be directly related to the scenic byway.

(4) *Improvements to the scenic byway that will enhance access to an area for the purpose of recreation, including water-related recreation.*

All eligible projects in this category must be construction alterations that are made to the scenic byway to enhance existing access to recreational areas. Improvements are generally confined to the right-of-way of the scenic byway. However, the acquisition of additional right-of-way along the byway is permitted when warranted to accommodate access improvements to the byway.

(5) *Protecting historical, archeological, and cultural resources in areas adjacent to the highways.*

Resource protection applies only to those properties that contribute to the qualities for which the highway has been designated as a scenic byway. The properties must be located directly adjacent to the scenic byway. Resource protection includes use restrictions that are in the form of easements. However, the purchase of the resource can be considered eligible only after it has been determined that all other protection measures are unsuccessful. Protection of

a resource does not include rehabilitation or renovation of a property.

(6) *Developing and providing tourist information to the public, including interpretive information about the scenic byway.*

All information must be associated with the State's scenic byways. It may provide information relating to the State's total network of scenic byways or it may address a specific byway's intrinsic qualities and/or related user amenities. All interpretive information should familiarize the tourists with the qualities that are important to the highway's designation as a scenic byway. Tourist information can be in the form of signs, brochures, pamphlets, tapes, and maps. Product advertising is not permitted on tourist information that has been developed with grant funds received under the scenic byways program.

d. No grant shall be awarded for any otherwise eligible project that would not protect the scenic, historic, cultural, natural, and archeological integrity of the highway and adjacent area.

#### 11. Scenic Byways and the Prohibition of Outdoor Advertising

As provided at 23 U.S.C. 131(s), if a State has a State scenic byway program, the State may not allow the erection of new signs not in conformance with 23 U.S.C. 131(c) along any highway on the Interstate System or Federal-aid primary system which before, on, or after December 18, 1991, has been designated as a scenic byway under the State's scenic byway program. This prohibition would also apply to Interstate System and Federal-aid primary system highways that are designated scenic byways under the National Scenic Byways Program and All-American Roads Program, whether or not they are designated as State scenic byways.

(Sec. 1047, Pub. L. 102-240, 105 Stat. 1914, 1948, 1996; 23 U.S.C. 131(s); 23 U.S.C. 315; 49 CFR 1.48)

Issued on: May 11, 1995.

**Rodney E. Slater,**

*Administrator, Federal Highway Administration.*

[FR Doc. 95-12211 Filed 5-17-95; 8:45 am]

BILLING CODE 4910-22-P

#### DEPARTMENT OF THE TREASURY

##### Public Information Collection Requirements Submitted to OMB for Review

May 12, 1995

The Department of Treasury has submitted the following public